

# THE Hongkong Weekly Press

## AND China Overland Trade Report.

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### BIRTH.

On the 29th March, at Aberdeen, Scotland, the wife of DAVID WOOD, Public Works Department, of a daughter.

### MARRIAGE.

On the 25th April, at Ningpo, before R. H. Mortimore, H.B.M. Consul, JOHN O'SHEA, to EMMA GEMERSALL.

### DEATH.

On the 27th April, at the General Hospital, Shanghai, WILLIAM FRANCIS STEVENSON, of Sydney, N.S.W., late of I.M. Customs, Shanghai, aged 60 years.

## Hongkong Weekly Press

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

### ARRIVAL OF MAILS.

The French Mail of 1st April arrived, per the steamer *Ernest Simons*, on the 4th inst.; and the English Mail of the 8th April arrived, per the steamer *Simla*, yesterday, the 6th inst.

### EPITOME OF THE WEEK.

The plague cases in Hongkong for the year numbered 71 up to noon yesterday. One European case was in the latest return, the only one of the year.

Negotiations with several financial houses in London are approaching a conclusion for the issue of a loan to Japan of £5,000,000 at 93, bearing 6% interest, the security to be the first charge on the Japanese Customs.

Admiral Kamimura's fleet twice attempted to bombard Vladivostok between the 2nd and 28th ultimo, but was prevented by a constant fog. It is now reported that Admiral Uriu has engaged the Vladivostok squadron off Gensan.

A first detachment of S. Petersburg Volunteers, numbering 160 of all classes of society, started for the front on the 2nd inst., amid frantic enthusiasm.

The Socialist organs in Berlin affirm that the great German shipyards are building at extra pressure destroyers and torpedo-boats for Russia. These are exported in sections to Libau, in order to conceal the breach of neutrality.

The Japanese victory on the Yalu is extolled, alike in England and on the Continent, as a great feat of arms of incalculable moral effect; though the German and French papers contend that the Russian force on the Yalu was small and never intended to do more than harass and impede the Japanese.

The trial was due to commence on the 5th inst., at Kobe of Mr. Curtis, editor of the *Kobe Herald*, who is being prosecuted before the Kobe Saibansho for having published certain information violating the instructions issued to the Press by the Japanese Naval Department. No details have reached us so far.

On the 3rd inst., the Russian gunboat *Krabri* fired a blank charge and stopped the *Osiris* nine hours off Brindisi. After two hours' detention the mails were sorted. The Russians demanded the Japanese mail, but this was not touched, being at the bottom of the ship. After the Russians had examined the mails, the *Osiris* was allowed to proceed.

Reuter's correspondent at S. Petersburg wires that Admiral Alexieff, who personally directed the defence of Port Arthur, reports the attempt to block the passage on Monday was repelled. The fire-ships, armed with Hotchkiss guns, maintained a hot fire, and when sunk the crews took to the boats, the majority being killed by the Russian fire. The Russians saved thirty clinging to wreckage.

A wealthy Chinese merchant of Singapore, whose name is given as Taotai Chang Hsin-nan, is officially reported to have been granted permission by the Boards of Commerce and Foreign Affairs to construct a line of railway from Swatow to Taichow, the capital of the undertaking to be Chinese. The Taotai has also procured some mining rights and a capital of Tls 2,500,000 is stated to have been already subscribed by Chinese merchants of Singapore and Hongkong.

According to accounts received at Chefoo there is no lack of provisions at Port Arthur. It is stated that the cost of footstuffs has only advanced 25 per cent. since the beginning of the war. This is partly accounted for by the enforcement of a tariff prohibiting dealers from enhancing their prices beyond the limit specified from time to time by the Russian authorities. Junks, too, are said to be busy smuggling across food from China to some point on the coast north-east of Port Arthur.

Messrs. Gilman & Co., Lloyd's agents, have received the following telegram from Saigon:—"A hurricane has passed over here doing considerable damage to property. Ships broke adrift, but without causing any damage to shipping (European). The hurricane did considerable injury to native craft. Heavy storms on the coast. Several small craft have suffered. The smaller ports in the district have also felt the effects of the storm, but full particulars of the damage have not yet been received."

The *N.-C. Daily News* publishes a despatch to the following effect, dated Peking, 28th April:—Wang Chao, a highly educated and well-known Chinese reformer, has been seized and sentenced to imprisonment for life, on the ground that he is a supporter of Kang-Yu-wei, which is not the case. His friends fear that he will be secretly condemned to a similar fate to that of Shen Ke-wei, who was barbarously beaten to death last year.

A despatch has been received at S. Petersburg from General Kuropaktin describing the battle of the Yalu, in which he refers to the extraordinary vigour of the Japanese artillery attack. The Russian losses were very great, but are not yet exactly known. The 11th Regiment lost 3 Colonels, the 12th Regiment 9 Company Commanders. Eight hundred wounded have been put in the hospital at Fenghwangcheng. Twenty-eight guns were abandoned, the majority of the men and horses being killed. According to those who took part in the battle, at least 3,000 or 4,000 were killed.

Last week an examination was held at Canton which should interest all who wish well to China. It is proposed to send forty young students abroad, twenty to Japan and twenty to other countries, and five hundred candidates presented themselves for the examination. A *Daily Press* representative had conversations with several of these young men, and found among them great eagerness for reform along moderate and constitutional lines. The feeling for Japan was very strong, and the Japanese victories were heard of with delight, Japan's cause being recognized as common with that of China.

The Board of Commerce at Peking has been instructed by Imperial rescript to take note of a memorial sent in by the Acting Viceroy of the Min-che Provinces, naively announcing among other things that he will cancel the agreement made by his predecessor with certain foreign capitalists for the working of certain mines in the five northern prefectures of Fokkien, and make new ones with them, because the privileges at present given to the concessionaires are too large, and calculated to injure Chinese mining interests. Plans are to be devised to enlist both foreign and Chinese capital to work the rich mineral deposits.

The *Kobe Chronicle* is not disposed to attach very much importance to the elaborate story of the sale of Japan's war plans for 400,000 yen; in fact, our contemporary rather ridicules it. It says:—"As to the story being concealed from foreigners, we may say that it has reached us during the last few weeks in at least four different forms, the only point of agreement being that Japan's plans had been sold by an army officer or officers. According to the versions of the story received, the guilty parties have committed suicide, have been shot without trial, have been shot as the result of the confession of one of their number, have been shot as the result of a court-martial, have committed *hara-kiri* by instructions! After considering the various versions in circulation, the only conclusion at which we could arrive was either that the story rested on baseless rumour, or that the fact behind it was of the slenderest possible description." And the *Chronicle* points out that the story has been "confirmed" by the *Manila Cablenews*.



## THE PROGRESS OF THE WAR.

(Daily Press, 3rd May.)

REUTER some days ago informed us that, before leaving St. Petersburg, General KUROPATKIN had stated that there were then 300,000 troops at the seat of war in Manchuria, which he considered enough for the conduct of the war, and he did not propose to demand any more. It is, of course, quite possible that REUTER may have misinterpreted what General KUROPATKIN really said, or intended to say; doubtless 300,000 effective men in the field would be able, under effective generalship, to resist any advance of the Japanese, and secure the possession of Manchuria, but there are several *ifs* which require to be taken into consideration. The first of these is as to the number of effective troops available. Judging by what we have already seen of Russian movements the indications are decidedly that the Russians are being hampered by an insufficiency of men, else it is not easy to see why they should have abandoned the whole of North-western Corea, and apparently fallen back so far without venturing a battle. With a strong army at his disposal it is again not easy to conceive why an active general should not have occupied in force the north-eastern province of Ham-kiong, and threatened thus any advance of the Japanese from Gensan. What the Japanese plan of operations in their land campaign is likely to be is still a mystery, so well have their counsels been kept, further than that the line of railway between Newchwang and Harbin is evidently the first objective; but it is still an open question whether the attack is to be made from the Gulf of Corea or from the head of the Liaotung Bay. This uncertainty, of course, compels the Russian forces about Liaoyang to have two fronts, one directed towards Newchwang, the other towards Fenghwangcheng. There are many reasons why the Japanese should select the east coast of the Liaotung Peninsula as a place of landing, and this brings us to the consideration of the very evident advantage which the Japanese possess in the outline of the Korean coast. The distances from Sasebo or Shimomoseki to Takushan or Gensan, or from Tsuruga or Hakodate to Gensan or Possiet Bay are practically equal, in all cases about five hundred miles, or say two days' steaming, so that they are in a position to keep the enemy in the dark till the last moment as to their actual intention. Though of secondary consideration, as an alternative line from Khabarovsk already exists, the railway from Harbin to Vladivostock also affords a vulnerable point, and the possibility of an attack on this, either from Gensan or from Possiet Bay, has to be taken into consideration. The Japanese have thus every object in prolonging the present state of uncertainty as to the eventual landing-place, while judging from recent experience the Russian intelligence department is still unable to cope with that of their wily antagonists.

Taking into consideration, however, all the difficulties that stand in the way of concentration we do not think that the Russian Commander-in-Chief has given any indication of an available force at all approaching 300,000 men; allowing for some 80,000 between Harbin and Liaoyang, exclusive of those engaged in guarding the line, which on account of the folly of the Russians in alienating the Chinese population, requires in itself a considerable force, and leaving 50,000 for garrisoning Port Arthur, Vladivostock, and the other defensive posts, we arrive at some 160,000 men, and judging from the indications given from all quarters

this would seem to be approximately correct.

There is another entirely independent way of calculating the strength of the Russian forces by taking into consideration the capacity of the railway. There is a concurrence here of opinion amongst engineering experts. The greater portion of the line is over the vast Siberian plains and this has minimised the difficulties and cost of construction. The whole line cost £78,000,000 sterling, or at the rate of about £7,500 per mile, which may be looked upon as moderate for such a line, which had for the most part to be constructed with unskilled labour, and where all the materials had to be carried from Europe. As a consequence the rails and rolling-stock are light, and the ballasting indifferent. The line is, moreover, indifferently supplied with passing-places, and this greatly hampers its capacity. A capable expert well acquainted with the conditions of the line placed its capacity, taking into consideration the necessary stores and ammunition to be carried, at an average of a thousand troops per day. He, however, added significantly, that as the greater part of the stores and provisions required by the troops would need to be transported by the railway, its capacity for carrying the troops would be continually reduced, as more and more were landed at the end of the journey, so that in a comparatively short period the transport of troops would automatically cease. Now the Russian estimates of the capacity of the line at no time exceeded forty-five thousand per month; and this on the supposition that the line was in good order. The line has, however, undoubtedly not been in good order; moreover, there exists between Irkutsk and Selenginsk a breach some two or three hundred miles long which has to be traversed across a mountainous tract over which everything has to be carried on horse-back or on foot. From various sources of information we gather that the serviceable troops at command in Manchuria in January did not much, if at all, exceed 70,000, and if we allow that 100,000 have since found their way there, which considering that the interval, owing to the breaking-up of the ice in Siberia, is the most difficult period of the year for travelling, we shall arrive at a total of 170,000 men. From this we must make a deduction for the necessary wear and tear from deaths and invaliding, which in view of the unusually severe winter we can hardly place at less than 9,000, so that practically we arrive at the same figures as before of 160,000 available troops. From this, as before stated, we must deduct some 80,000 as required for necessary garrisons, preserving the railway track, and overawing the unruly population of Manchuria, so that seemingly but some 80,000 are available for actual warfare. If we even increase this number by a third the advantage still would seem to rest with the Japanese, who will probably be able to place in the field not far short of 200,000 men. This of course assuming that the Japanese land forces will be handled with the same vigour and ability as has marked the conduct of the fleet. Now, as we pointed out on the 4th March, the Japanese have three possible lines of attack open, and of these they have as yet owing to the lateness of the season been able to indicate but one, and that is by way of the mouth of the Yalu, and against this the Russian generals have taken measures, by concentrating a large force, estimated as from thirty to forty thousand troops, in or about Liaoyang. The naval operations about Port Arthur undertaken with the plain object of so reducing the power of the

Russian fleet as to set the Japanese fleet free for operations elsewhere, can hardly be otherwise interpreted than as implying an intention to land a strong force from the Sea of Japan; as this has professedly been delayed pending the break-up of the ice at Vladivostock, evidently the objective is to be sought there or thereabouts. The various attacks at Port Arthur have indicated, if any proof were necessary, that fortifications cannot be attacked with any hope of success by a fleet, so that plainly no such attack is meditated on the defences of Vladivostock; the harbour of Vladivostock is curiously exposed to bombardment, so that it is likely enough that it is to be treated similarly to Port Arthur. Work of this nature cannot seriously advantage an attacking force, and on the celerity and promptness of Japan's first operations on shore must depend her eventual success in the war with her big antagonist. Now, as pointed out, Possiet Bay is well within striking distance from Japan, and with a fleet flushed with success, and under an able admiral, such as Admiral Togo has proved himself, ready to attack simultaneously the Russian fleet at the moment locked up in Vladivostock, there is nothing in view to prevent an able general from landing a force in Possiet Bay; the more so as an admirable beach affords every natural facility for landing. The unknown factor in the affair is, of course, the personal one, but allowing that the capacity for active operations of the Japanese generals is equal to that of their admirals there is a fair hope of success; though the operation may be a critical one, and will certainly need all the pluck and readiness in danger which has hitherto distinguished the Japanese arms. Simultaneously with this, if indeed the force have not already started, we may expect a third advance from Gensan, towards which some steps seem to have been already taken, which may account for the recent reconnaissance of the Russians towards Syongchin—what the objective of such an advance may be we are, of course, unable to say; it may be intended to act in support of the Japanese advance across the Yalu. For ourselves we are more disposed to judge that it is really intended to cross the Changpei Shan, where the passes are lowest, and advance along the upper valley of the Sungari with Kirin as its objective. A force thus advancing would be able as soon as it got into practicable country to support an advance from either Fenghwangcheng towards Moukden, or from Possiet Bay towards Ninguta, whilst, menacing at its weakest point the line of railway between Harbin and Vladivostock.

Altogether there is a strong indication that the curtain is about to rise on some decisive event, and that the Japanese, at least, are prepared to take advantage of the first return of warm weather to commence the campaign in downright earnest, and force conclusions one way or the other.

(Daily Press, 4th May.)

Though the decisive action which we wrote of in yesterday's leading article as likely to be witnessed when the Japanese take advantage of the return of warm weather to commence the land campaign in real earnest is still to come, there can be no doubt that the series of operations described in General KUROKI's despatches is of the greatest importance. It is true that it has from the first been said that the Russian plan of campaign is to fall back and draw the Japanese on into Manchuria. Nevertheless, although they offered little resistance in Corea to the Japanese advance from Seoul to Wiju, on the northern bank of the Yalu the Russians



have for weeks past been throwing up entrenchments and strengthening them, so it was said, with barbed wire entanglements after the South African model. Moreover, they concentrated a considerable number of guns, though these seem to have been much inferior in range to the Japanese artillery. It was plain that they did not mean to let the Yalu be crossed without a severe struggle. The Japanese, however, made their dispositions wisely, and after occupying the islets in the Yalu River on the 26th April they brought up naval assistance, in the shape of six small vessels, before taking their main body across. According to a Russian despatch, quoted by REUTER, some Japanese troops had succeeded in crossing before the 26th ultimo. But it was not until Saturday, the 30th, that their Army is stated by the Japanese to have crossed to the further bank and advanced on the Russian position. The principal assault began on the 1st instant, the Japanese starting to cannonade at daybreak, and at 7.30 a.m. commencing an attack which, in the space of an hour and a half, left them masters of the heights. The names of the places—probably villages—mentioned by General KUROKI are difficult to identify, but it would seem that the whole Russian front was shattered, for the defeated troops fell back on Fenghwangcheng, one of the principal points in Russia's second line of defence, the Japanese being left in possession of twenty-eight Russian guns and over 300 prisoners. In the meantime a naval attack had been delivered on Antung, where the small Japanese flotilla seems to have found 400 Russian infantry and cavalry, whom they compelled to abandon the town, burning it as they left.

The net result of the operations is that the Japanese have crossed the Yalu and destroyed the first Russian line of defence, at an expense of 1,000 men. The victory is one of which they have every reason to be proud. For if the Russians did not stake all on holding the Yalu they cannot, at any rate, have desired to retreat so hurriedly as to leave twenty-eight of their guns in the enemy's hands, to say nothing of the prisoners. The fact seems to be that the Japanese artillery was too good for them and that the infantry completed too well the work begun by the guns. With a large Japanese army now in Manchuria, the Russians find themselves in a very different position from that of last month, when the Japanese were still confined to Corea. Japan can shortly land troops direct, if she desires, on the Manchurian coast, at some point between the Yalu mouth and Takushan, for the Russians can no longer hold posts along this coast with the Japanese in great strength on their flank and rear, as well as in command of the sea. Nor is it certain that their Fenghwangcheng position will be tenable long. The line between there and Liaoyang, as we have pointed out before, faces wrongly to oppose an advance from Corea. We may expect constant skirmishing now, but it seems problematical whether the Russians are going to make a desperate effort yet to yield no further before the Japanese advance. The superior Japanese artillery will come into play again very soon, we may be sure. We have been told before that Moukden will be the spot at which the Russian retreat will stop. The Russians may be at Moukden before they expected.

Complaints about the scarcity of water even on the low levels are still numerous. On Sunday, Wanchai and East Point residents were unable to get enough for cooking purposes and had to have water carried in some cases from the centre of the town.

## THE WHANGPOO CONSERVANCY.

(Daily Press, 5th May.)

There are some nations and Governments which, like individuals, can never learn. Of these China is a foremost and conspicuous example. No matter what rebuffs she may receive, no matter what losses she may sustain, she profits nothing by experience and gains naught by counsel or advice. The sad experiences of the closing year of the last century would, we had hoped, do something to enlighten Chinese Ministers and show them the folly of attempting to set back the clock of progress and of opposing an unreasoning resistance to all reform and improvement. Among the questions dealt with by the Final Protocol between China and the Eleven Treaty Powers in 1901 was that of the conservancy of the river Whangpoo, which was provided for in Article XI. as follows:—"A Conservancy Board, charged with the management and control of the works for the straightening of the Whangpoo and the improvement of the course of that river is hereby created. This Board shall consist of members representing the interests of the Chinese Government and those of foreigners in the shipping trade of Shanghai." The expenses of the Board are then provided for, and details are embodied in Annex No. 17 of the Treaty. Several years have passed, and the Chinese Government, with their characteristic love of procrastination, have been persistently putting off the, to them, evil day when a body shall be formed whose duty it will be to render the approach to Shanghai free from obstacles and to remove the so-called "Heaven-sent barrier" from the waterway. The Chinese Government have no wish to either clear the river of obstructions or to render its navigation easy for shipping. They do not relish the expenditure, and they are far too obstructive to desire any improvement in the river channel. According to a native contemporary, the British Minister at Peking has been urging this matter upon the Waiwupu and the Viceroy of Nanking, and offered on behalf of Great Britain even to bear half the cost, if only the work be seriously taken in hand. But the Waiwupu was not to be tempted even by the offer of pecuniary assistance. They said the work would be carried out at the cost of China alone, and that at present she could not raise the necessary amount. Not quite to be done, Sir ERNEST SATOW is stated to have proposed to the Waiwupu the appointment of a commissioner whose duty it would be to take charge of the work, but that body replied that the Government could not at present find an official sufficiently capable for the purpose. Chinese mandarins are always ingenious, and if they can at the same time manage to assume an air of superior virtue they do not fail to seize the opportunity. Here was one. China had undertaken a duty; she must therefore bear the cost. But at present she could not afford the luxury; ergo, the work must be deferred. It is ever thus in China. As in Spain, there is always a to-morrow; why therefore do to-day what can be deferred to a more convenient season? The British Government has been steadily supported in the attempt to compel the Waiwupu to take up this question of the Whangpoo by the United States and Japan, but some of the Powers are apparently indifferent in the matter, or think to find some advantage by playing into the hands of the Chinese Government. It is to be hoped, however, that the British Minister will not grow disheartened in the task he has set himself, and that by pertinaciously insisting upon

the performance of the Treaty stipulations he may eventually succeed in bringing the Waiwupu—which seems a worthy successor to the defunct Tsung-li Yamen—to a sense of its duty. The removal of the "Heaven-sent barrier" at Woosung and the effective conservancy of the Whangpoo river have been strenuously fought for and insisted upon by the British and American communities at Shanghai for the past forty years. It seems hard that, after all these decades of striving, and when the point has at last been secured by Treaty, it is still impossible of attainment. Surely there must be some means of bringing the Chinese Government to book on the subject!

## THE PRESS, THE PUBLIC, AND THE WAR.

(Daily Press 6th May.)

In the last number which appeared in March of the *Naval and Military Record* there is to be found an interesting article entitled "Some Lessons from the Far East," which is at times amusing, if not always just. The anonymous author commences by saying that perhaps the most salutary lesson which the war in the Far East is teaching to Europe in general, and to England in particular, is that which shows that two Great Powers can engage in a life-and-death struggle and yet keep their own counsel. He goes on, rightly enough, to allude to the fact which was utterly lost sight of during the Boer war, namely "that it is quite possible to glean most valuable information from the newspapers of your opponent if he is only fool enough to keep on printing all that he can possibly find out concerning the movements of his own troops." That the Boers were very largely helped by information telegraphed to England and thence transmitted again to South Africa, we imagine that no one will deny; nor is the charge of folly too strong for the conduct of those who acted as did many British correspondents in South Africa. So far we have no reason to quarrel with the writer in the *Naval and Military Record*. But he proceeds to assert that it is high time that a check be placed upon the energies of the daily Press in time of war, and to "disabuse this section of newspaperdom of the idea that the Public (with a big P) insist on knowing all about the war." The response to this, says the critic whom we are quoting, is that it is not the Public but the Press which insists upon knowing, and not only knowing, but publishing all that it can find out. "We want to know—of course we want to know as much as possible when our own country is engaged in war—but if an ukase were proclaimed that no correspondents were to accompany our army or our fleet in time of war, the probability is that the inhabitants of these islands would take it with a degree of calmness and philosophy which would amaze the Fourth Estate." In fact, the special correspondent magnifies his own importance, the writer thinks, and the newspaper man, recognising only two entities, the Press and Public, allows his judgment to be led astray by "much catering to the many-headed." Then, referring to the way in which people are apt to quote the particular newspaper which they happen to read, the *Naval and Military Record* critic concludes his lesson to the Press thus:—"Job remarked to his friends upon a memorable occasion, 'No doubt but that ye are the people, and wisdom will die with you,' and, perhaps, Japan and Russia might nowadays quote that pithy saying to the distinct disadvantage of 'European civilisation when they compare



"the amount of war news which they allow to be published with the amount given to the world in similar circumstances by other nations."

Now we believe that the writer is quite justified in praising the manner in which Japan and Russia have enforced reticence upon the flock of war correspondents who have descended upon them in search of news. Both countries have undoubtedly taken to heart the fact brought out in this connection during the South African War. But it is not fair surely to lay the whole blame for the avidity with which the public (or the Public, if that be preferred) is accustomed now to look for telegraphic information about any big war. There was always a public—though not so large as to-day—eager to learn the latest news about events likely to have a great political influence in the world; but, knowing they would have to wait for their thirst to be gratified, they waited. The Press has, with the aid of telegraphy and modern methods generally, succeeded in supplying the news in the course of hours where previously days and weeks were required; that is, it has succeeded, except where a censorship step in such as exists at the moment at the seat of war. This is very lamentable, of course, but must therefore a pointed attack be made on the Press for catering to the "many-headed"? The "many-headed" must have something to occupy the mind in its many heads, we might argue; and whether is the latest war news or the latest indifferent cheap literature the more deleterious? It seems to us unjust to make the Press the party to be blamed. If a general attack were made on the excessive speed of modern life, one might be disposed to agree. But should one not then advocate less popular education first, to deprive the pandering Press of its too many-headed Public? We should have to believe that the Press had made the Public if we accepted such criticisms as some of those which we have quoted. We have little sympathy with the war correspondent who cries over ink spilt in vain, or because he cannot get anything to spill his ink over. But we must protest that a sweeping condemnation of all daily papers as unduly demanding news for their readers, as a right, and at anyone's expense, is totally unjust.

## THE WAR.

[FROM OUR CORRESPONDENTS.]

LONDON, 2nd May.

The Russians admit the capture by the Japanese on the 1st instant of Chiuliencheng, and say that the battle is continuing at Potientintzy and Tschingu [?].

The Japanese state that the Russians lost 800 as compared with their own 700, and that they have captured 28 Russian guns and 20 officers.

The Russians burnt the town of Antung after their defeat and abandoned it, retiring in the direction of Fenghwangcheng.

Kobe, 2nd May.

The Japanese have occupied Chiuliencheng, on the north bank of the Yalu.

Kobe, 2nd May.

The Russian casualties at Chiuliencheng were about 800, the Japanese 700. The Japanese captured a number of prisoners and 20 guns.

LONDON, 4th May.

Viceroy Alexieff announces in a telegram that another attempt was made to block

Port Arthur on Tuesday. Two Japanese torpedo-boats and eight fireships were sunk.

LONDON, 5th May.

General Kashtalinsky reports that the Eleventh Regiment lost 40 officers and 2,000 men at the battle of the Yalu.

It is reported that Admiral Uriu, with a portion of the Japanese fleet, has engaged Russia's Vladivostok squadron off Gensan.

LONDON, 5th May.

The Russian gunboat *Krabri* yesterday stopped the P. & O. mail-boat *Osiris* nine miles out from Brindisi on her way to Port Said. The *Osiris* was detained for two hours, the Russians demanding the production of the mails for Japan. They did not, however, touch them, and the *Osiris* proceeded on her way.

The British Admiralty has seized a destroyer in the course of being built on the Tyne for one of the belligerents.

### JAPANESE VICTORY ON THE YALU.— OFFICIAL DESPATCHES.

Through the courtesy of Mr. M. Noma, Japanese Consul, we are enabled to publish the following official despatches received by him describing the successful crossing of the Yalu by the Japanese troops and their establishment on the north bank:—

Tokyo, 1st May, 7.35 p.m.

General Kuroki reports that on 26th ult. he gave orders to prepare for laying bridges. A detachment of Imperial Guards and the Second Division attacked and dispersed the enemy on islets in the Yalu, and occupied them. The Imperial Guards' casualties consisted of nine slightly wounded and sixteen seriously, while the Second Division had no casualties. The enemy retreated carrying many dead and wounded toward Chiuliencheng. A Russian cavalryman taken prisoner says that the 22nd, 23rd, and 27th infantry regiments of Eastern Siberian Sharpshooters formed a vanguard. Lieutenant Senyoloff, commanding mounted scouts of 22nd Regiment, who was found dead, was buried at Wiju. 95 dead horses and also six live ones were found. From noon until the 27th ult. the enemy fired intermittently upon Wiju, but our army did not answer. On the 26th ult. two gunboats, two torpedo-boats, and two steamers, detached from Rear-Admiral Hosoya's squadron, ascended the Yalu, exchanged shots with the enemy at Antzushan and silenced them. The detachment suffered no damage. On the 28th ult. two infantry companies of Imperial Guards reconnoitred at Hushan, and one section was detached to Sitzuyuen, whence the enemy had fled, leaving five dead. The enemy fired at long range from the neighbourhood of Chiuliencheng upon Wiju without much effect upon our preparative works. On the 29th ult. the 12th Division commenced bridging at Sukuchin and completed early on the morning of the 30th, and the army crossed. From 10.40 a.m. to 1.20 p.m. severe firing took place on all sides, but the enemy were soon silenced. Our losses were as follows:—Officers, five slightly wounded; non-commissioned officers and men, two killed and 22 wounded. At 8 p.m. on the same day the bridge over the main stream was completed. Our army crossed, and advanced upon Hushan. On the same day a detachment of Rear-Admiral Hosoya's squadron advanced below Antung-sien, and fought at close range with 400 of the enemy's infantry and cavalry. The enemy's artillery also fired upon us heavily, but after an hour they retreated, no casualties on our side having taken place. On the 1st inst. at daybreak we commenced cannonading, and silenced the enemy's artillery on the hill situated north-west of Fushukon. At 7.30 a.m. all the divisions advanced for attack, and took possession of the heights extending from Kiutunchang to the north of Makon and Fushukon by 9 a.m.

Tokyo, 2nd May, 11.40 a.m.

General Kuroki reports from Kiulienching that, on the 1st inst., notwithstanding a stout resistance, the 2nd and 12th Divisions and Imperial Guards advanced by three roads, driving the enemy before them. At 8 p.m. we

captured the enemy's line from Antung-sien to Liushakon, and the Imperial Guards surrounded the enemy on three sides, and after several fights, captured 20 guns with their horses and carriages and over 20 officers and many men. The general reserve corps advanced on the Liaoyang road. The enemy's force was composed of the whole of the 3rd Division and the 22nd and 24th regiments of the 6th infantry division of sharpshooters and Maschinko's cavalry brigade, about 40 field guns and 8 machine guns. The enemy fled towards Fenghwangcheng. Our casualties are at the most 700. Total booty, 28 quick-firing guns and large quantities of rifles and ammunition. Our heavy field guns were very effective. A Russian officer who was taken prisoner says that the commanders of both army corps and the division were wounded, and casualties exceeded 800.

Tokyo, 2nd May, 12.40 p.m.

Captain Maya reports that detachments, consisting of the two cruisers, the *Maya* and *Uji*, and several torpedo-boats ascended the Yalu on the 1st inst., bombarding the enemy. While they were returning the enemy's artillery suddenly attacked the torpedo-boats, which silenced the enemy after a severe engagement of thirty minutes. The whole of the detachment returned to Yongampho without having suffered any casualties.

Our armed launches reached Antung on the same morning and repulsed the enemy's infantry and artillery, after 30 minutes' sharp fighting. Flames were seen rising from the town, and a native says that the enemy had fled from Antung after setting fire to the town.

Tokyo, 3rd May, 6.10 p.m.

General Kuroki reports that on the afternoon of the 1st inst. the enemy offered stubborn resistance to our pursuit, adding 300 to our casualties. The enemy fought bravely to the last. Finally, two companies of their artillery losing the majority of their men and horses, they surrendered by raising a white flag. The officers taken prisoners asserted that Division General Káshitarinsky, the commanders of the 11th and 12th Infantry Regiments, and the Artillery Battalion Sharpshooters were killed. Many other superior officers were also killed or wounded. Many refugees subsequently returned and surrendered. The total number of prisoners was:—30 officers, and 300 non-commissioned officers and men. Details of losses are under investigation.

### TELEGRAMS TO SHANGHAI.

The N.C. Daily News publishes the following telegrams:—

Tokyo, 25th April.—Three Russian men-of-war and two torpedo-boats appeared off Gensan, Corea, in the forenoon of Monday, the 25th instant. The Japanese women and children fled. At one o'clock in the afternoon the Russians sank the Japanese merchant steamer *Goyo Maru*, of 372 tons.

Later.—The Russian torpedo-boats which sank the Japanese merchant steamer have left Gensan, but a four-funnelled three-masted man-of-war was reported approaching the harbour.

Tokyo, 27th April.—The Japanese Press is indignant at the repeated sinking of defenceless merchantmen by Russian men-of-war. Unless Russia abandons this practice, it will imperil the Japanese papers say, her reputation for humanity.

Tokyo, 27th April.—It is believed that the Russian fleet is absolutely unable to steam out to the Japan Sea.

Tokyo, 27th April.—The crew of the *Goyo Maru*, 24 in all, is safe.

Major-General Dessino has communicated to the Shanghai papers the following telegrams:—

Port Arthur, 26th April.—Nothing new has been received from the Yalu. Everything is quiet in Port Arthur, Newchwang, and the Primorski district (Vladivostok). The natives are quiet near the Russian frontier in North-west Mongolia, and are very friendly to the Russians.—(Sd.) Major-General Floung.

Later.—After the occupation of Keng-shen (Kyongsyong, in N.E. Corea) by a detachment of scouts of the 1st Regiment of Cossacks of Nertchinsk, under the command of Captain Bolchakof, the latter sent a detachment of his troop farther southward, under the orders of Captain Raddaci. The detachment arrived at Shendjin (Syongchin), where it destroyed ten Japanese stores of beans and seized the tele-



graph. The Japanese Consul, the Chief of Police, and a Major, who had been warned of the movements of the Cossacks, took to flight.

"From information received by the detachment, there are 50 Japanese troops at Pouktoheng (Peukhyong), 500 at Hamheung, and 2,000 at Gensan. There are no more in the north. From correspondence seized at the telegraph station it was learnt that the approach of our troops was announced from Shongjin to Gensan, and they were reported to be 5,000 strong. During the night the enemy's ships approached and lighted up the coast with their projectors. The Koreans are thoroughly well-disposed towards us, and render us every possible service.—(Sd.) Major-General Flong."

"Tokyo, 29th April.—The first contingent of foreign military *attachés*, including General Sir Ian Hamilton, leave Tokyo to-morrow."

"Tokyo, 29th April.—It is reported that the bulk of the supplies at Liaoyang are now being transported to Fenghwangcheng. The transportation of supplies between the above two points in carts requires five days."

"Tokyo, 29th April.—It is reported that Admiral Alexieff has ordered the men-of-war at Port Arthur not to change their present positions until Admiral Skrydloff's arrival. Special instructions have been given to fully cover the men-of-war in the harbour, and two torpedo-boats in rotation are keeping a lookout at the harbour entrance."

#### RUSSIAN CAUTION AT NEWCHWANG.

It is notified at the Hongkong Harbour Office that incoming steamers to Newchwang, arriving at the bar after dark, must anchor outside the bar, and in no case cross the bar before daylight. At daylight pilots will proceed to meet the steamers and bring them in for examination by the military authorities off the East Spit and subsequently to their berths.

Outlying steamers must leave the port in broad daylight in order to have time to cross the bar without stopping in the river. Steamers which for some reason are unable to cross the bar must return to the harbour and are not under any circumstances to remain in the river below the fort during the night.

Pilots must not under any circumstance remain with their boats or steam-launches near the bar below the fort during the night. They must return to the harbour before dusk.

#### FROM JAPAN.

The Japanese Foreign Office has received advice that it is stated in St. Petersburg that one of the five submarines destined for the Far East was packed in sections on the 19th instant and despatched overland.

The *Osaka Mainichi* publishes the following despatch dated London, 21st April:—General Kuropatkin, Commander-in-Chief of the Russian Army in Manchuria, is determined to await the arrival of a hundred thousand additional troops before taking the initiative.

## HONGKONG SANITARY BOARD

A meeting of the Sanitary Board was held on the 5th inst. in the Board Room. Hon. Dr. J. M. Atkinson presided, and there were also present Hon. P. N. Jones (Vice-President), Hon. A. W. Brewin, Registrar-General; Mr. Fung Wa Chun; Mr. Lau Chu Pak; Colonel W. E. Webb, R.A.M.C.; Mr. A. Rumjahn; Hon. H. E. Pollock, K.C.; Mr. E. A. Hewett; Dr. W. W. Pearce, Medical Officer of Health; and Mr. T. A. Hanmer (Acting Secretary).

#### QUESTIONS.

Mr. RUMJAHN put the following questions standing in his name:—

1. Will the President be good enough to have the Drainage Plans of the following blocks of buildings circulated and laid on the table (a) Nos. 487 to 491, Queen's Road West situate on a portion of Marine Lot No. 126, (recently erected); (b) Nos. 174 to 190, Des Vœux Road West 9 houses, situate on the Southern Portion of Praya Reclamation of Marine Lot No. 58, (recently erected); and (c) the blocks of buildings, situate on Marine Lot No. 22, (14 or 15 houses, now nearing completion)?

2. As on reference to the plans above referred to, it will be noticed that in every block, each building is provided, in its own back yard, with

only one trapped inlet, to an underground drain for the purpose of receiving all the slops and other foul waters, that may be thrown on the back yard, as well as the rain water from one-half of the roof and from the roof of the kitchen of that building, will the President be good enough to state whether the plans above referred to are in compliance with the requirements of Section 38 of the Drainage Bye-laws contained in Ordinance 13 of 1901? (Section 38 of the Drainage Bye-laws of Ordinance 13 of 1901 corresponds with Section 35 of the Drainage Bye-laws of the present Public Health and Buildings Ordinance, and reads as follows:—"Open surfaces, such as back-yards, court-yards or other spaces, on which slops are thrown, or from which foul waters flow, shall be provided with trapped connections to the house drains, for the removal of such waters as well as some of the rain water.....")

3. If the answer to the above question is in the affirmative, will the President be good enough to quote the authority, if he can, under which slops and other foul waters (permitted as aforesaid by virtue of the above quoted drainage bye-law to be thrown on back-yards) are allowed to be conveyed from house to house, by means of an open surface channel, as adopted in many blocks of buildings, lately erected, instead of being emptied into a trapped inlet to an underground drain, as instanced in the blocks of buildings mentioned in question 1, and in the majority of the buildings in the Colony?

4. Will the President be good enough to have the Drainage Plan of Nos. 4, 6, 8, 10, 12, and 14, Robinson Road, situate on a portion of Inland Lot No. 578 (recently erected) also circulated and laid on the table?

5. As it is contended by the Sanitary Surveyor in his Report dated the 22nd February, 1904, that the surface channel in the blocks of buildings in Des Vœux Road Central and Caine Road is only intended for receiving the rain water (from one-half of the roofs of these houses), and that the system is being misused by the tenants, by their throwing foul waters on the back-yards, which thus flow through the surface channel from house to house along the whole length of the blocks, whereas according to the drainage bye-law quoted above, such waters may be thrown on the back yards, and therefore a trapped inlet should be provided in every back-yard to receive such waters, as instanced in the blocks of buildings mentioned in question 1, and in the majority of the buildings in the Colony, and as regards the contention of the Sanitary Surveyor that the surface channel is provided solely for the purpose of carrying off the rain water from one-half of the roofs, such statement having been pointed out by me as incorrect, as such rain water is received into a trapped inlet, will the President—should he still be of the opinion that the surface channel in the blocks of buildings in Des Vœux Road and Caine Road is in conformity with Section 37 of the Drainage Bye-laws (Section 37:—"Rain water shall be diverted from house drains by means of surface channels, or otherwise to the fullest extent practicable")—be good enough to state under which section (if any) of the Drainage Bye-laws has the Drainage Plan of the block of buildings in Robinson Road referred to in question 4 been passed, on the face of the fact, that not only all the foul waters from each house conveyed, from house to house throughout the whole block, through an open surface channel, but all the rain water from one-half of the roofs of the whole block of buildings are emptied into one solitary trapped inlet, provided at the end house of the block?

6. As it is now an incontrovertible fact that the systems of drainage adopted in the blocks of buildings in Des Vœux Road Central, Caine Road, and Robinson Road, are dangerous to public health and contrary to the provisions of our Drainage Bye-laws—will the President be good enough to direct, under the provisions of Section 192 of Ordinance No. 1 of 1903, that steps be taken to remedy the defects in the drainage of these three blocks of buildings and any other building whose drainage is defective?

#### ANSWERS.

The following replies prepared by Mr. H. T. Jackman, Acting Sanitary Surveyor, were laid on the table:—

1. Drainage plans to be circulated and laid on the table:

2 (a). Drainage plans of Nos. 487 to 491, Queen's Road West were submitted under Ordinance 1 of 1903 and comply with No. 35 of the drainage bye-laws of that Ordinance. (b) Drainage plan of Nos. 174 to 190, Des Vœux Road West were submitted previous to 1901, but comply with No. 38 of the drainage bye-laws of that Ordinance. (c) Drainage plans of 14 or 15 houses on M.L. 22 were submitted under the Ordinance 13 of 1901 and comply with No. 38 of the drainage bye-laws of that Ordinance.

3. Slops and foul waters are only permitted to be thrown on the surface of backyards under drainage bye-law 35 of Ordinance 1 of 1903, when certain conditions are fulfilled in that bye-law. Drainage bye-law 43 of Ordinance 1 of 1903 together with section 193 of the same Ordinance gives authority by which slops and foul waters are allowed to be conveyed from house to house by means of an open channel under certain circumstances.

4. Drainage plan to be circulated and laid on the table.

5. As already pointed out in No. 3, foul water is only allowed in surface channels under certain bye-laws and conditions (see bye-law 43 and clause 193 of Ordinance 1 of 1903), therefore I contend that to compare the system at Caine Road and Des Vœux Road Central as they have been made with the bye-law 35 of Ordinance 1 of 1903, under which bye-law the system was not made, but under bye-law 36 and 37, is wrong. The trap referred to in bye-law 36 is the one in sketch (here follows sketch). The system introduced gives the authority as to whether foul water may or may not be thrown out to the surface of a yard, for it is impossible to say if either one or the other will take place before the plans are passed and the buildings erected and occupied, unless the system is taken as a guide. As regards the Sanitary Surveyor's statement re rainwater, he should have mentioned rainwater from the surface of the yard as well as storm-water from the roof. This block of buildings in Robinson Road mentioned in Question 4 has probably been passed under bye-law 43, but this is difficult to say owing to the absence of the Sanitary Surveyor. These buildings are built on the side of a hill and the yards may be on made ground, and the probable settlement of a covered drain might in the opinion of the Surveyor be less desirable than an open channel which is exposed. I can find nothing on the deposited plans of Robinson Road with regard to the trapped inlet at the end of the block.

6. The systems at Caine Road, Des Vœux Road Central, and Robinson Road in my opinion are not contrary to the bye-laws; if the bye-laws and conditions under which they may have been passed are accepted. There may be great cause of complaint through the systems being wrongly used; and the remedy under the present bye-laws is to stop any nuisance that may occur under clause 26 of Ord. 1 of 1903.

Mr. A. Rumjahn minuted:—"The Acting Surveyor practically admits that there are various systems of drainage adopted and each system complies with the law. I hope the members of the Board will inspect the houses in Robinson Road, Caine Road, and the block next to Caine Road nearing completion."

#### HOUSE DRAINAGE.

Mr. RUMJAHN, pursuant to notice, moved:—"That a Select Committee be appointed to consider whether the various systems of house drainage adopted in this Colony are in accordance with the law, and provided the above is the case whether it would be advisable to amend the drainage bye-laws at present in force." During the past few years, he said, there had been introduced into the Colony at least seven different systems of house drainage all of which had been certified by the Sanitary Surveyor as being in conformity with the drainage bye-laws. He proposed to deal with only two. In the block of eight terraces houses in Caine Road built last year, although each yard had been provided with two trap inlets and an underground drain, a surface channel ran over the covered drain carrying with it the sullage and other foul water from the houses and emptying into a trap placed at the end of the block. That system caused a great nuisance and endangered the health of the occupiers. Mr. Bryan



the Surveyor, in his report of 27th February last stated that the surface channel was intended to carry off the rainwater from one side of the roofs. That statement was incorrect and should not have been made by a responsible official like the Surveyor: because the rainwater from that side of the roofs was emptied into one of the traps in the yard.

The PRESIDENT—He corrected that; he meant the stormwater.

Mr. RUMJAHN, proceeding, said that the Acting Surveyor, Mr. Jackman, justified the existence of this channel and stated that section 43 of the bye-laws under Ordinance 1 of 1903 together with section 193 of that Ordinance gave authority by which slops and foul water were allowed to flow from house to house by means of an open channel under certain conditions. Section 43 made it clear that whenever the Board thought it undesirable to have a covered drain in lieu of a surface channel, then a surface channel could be provided. But the Surveyor had forgotten that in the very yard there was a covered drain below the surface channel. In this case it was highly undesirable to have a surface channel for if one house was infected this channel would disseminate disease from one house to the others. Dr. Pearce had stated that under certain conditions such a system might be dangerous to health. That was so. Now, side by side with this block was another of five houses nearing completion with the drains being made. But here there was no surface channel provided. Both systems could not comply with the bye-laws. There was another block of six European houses at Rosehill facing Robinson Road. But here there was no trap inlet in the underground drain but at the end of the block. There was only one surface channel that carried away all the foul water, rainwater from the roof, indeed, everything fouled by use from these houses, and emptied into one trap placed at the end of the sixth house. The opinion of the Surveyor that a covered drain might cause a subsidence was childish because if the foundations could sustain the walls of the buildings they could sustain a concrete drain with a six-inch pipe.

Mr. HEWETT in seconding the motion said that if the drains complained of were in conformity with the law, the sooner the law was amended the better. He knew that there were at least two or three different systems of drainage which must be not only most objectionable to the people in the neighbourhood but insubstantial as well. In the ordinary Chinese house with a backyard there was an open channel to receive the rainwater, and the sullage, draining into the main drain. He failed to see why in another class of houses it should be possible for the sullage water to be carried not from one house to the second or third but along a whole block of buildings. He was not surprised that the tenants complained. With reference to the system of drainage at Rosehill, alluded to by Mr. Rumjahn, if this system was allowed to go on all he could say was that the present Act (1 of 1903) which was supposed to rid Hongkong of this cursed plague was ineffective. The whole system was absolutely wrong and if it was permitted to continue to exist one could not be surprised to hear of outbreaks of typhoid and such diseases. And he was speaking not of houses occupied by the lower-class Chinese but by the better-class and by Europeans.

The motion was carried unanimously.

The PRESIDENT said that as on the face of it some of these bye-laws appeared to be contradictory he would nominate a committee consisting of the Medical Officer of Health, the Acting Director of Public Works and Mr. Rumjahn to consider the drainage bye-laws and make any recommendations with reference to them.

#### SMALL-POX AT NAGASAKI.

Correspondence was laid on the table relative to an outbreak of small-pox at Nagasaki.

On 10th April Mr. R. de B. Layard, British Consul at Nagasaki, wrote to the Colonial Secretary here that cases of small-pox had been occurring there since February last, there having been altogether 135 cases since the 18th of that month. The Japanese authorities, however, were still issuing clean bills of health to ships leaving the port.

In reply to a further telegram from Hongkong of date 22nd April, enquiring how many cases had occurred within the last 48 hours, the Consul replied that on the 21st 13 cases had occurred and on the 22nd 8.

Colonel Webb minuted:—"How long does it take in the ordinary course by steamer to come here from Nagasaki?"

The PRESIDENT stated that it took about six days to come from Nagasaki. He added that the latest information from the Consul was that the epidemic was on the wane and therefore he did not think any further action need be taken.

Approved.

#### MARKET AT MONGKOKTSUI.

Mr. A. Gibson, C.V.S., reported that a market after the style of the Taikoktsui one, a roof supported on pillars, would in his opinion meet the requirements of Mongkoktsui in the meantime; when the population increased a larger one could be erected. The site which had been reserved for this purpose between Marine Lots 58-63 and Inland Lots 959 and 960 appeared to be in a very good place, and he recommended the erection of a small market there.

Mr. A. Rumjahn minuted:—"The best thing to do, as every facility and encouragement should be given to the displaced population to occupy the vacant houses in that district."

The PRESIDENT moved that the C.V.S.'s recommendation be approved and forwarded to the Government.

Hon. Mr. POLLOCK seconded, and the motion was agreed to.

#### LIMEWASHING.

The limewashing return for the fortnight ended 26th April showed that 197 houses in the Eastern and 467 in the Central District had been treated.

The Board adjourned.

## HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 12th April, 1904, at 3.45 p.m. Present:—Mr. E. A. Hewett (Chairman), Mr. D. R. Law (Vice-Chairman), Hon. C. W. Dickson, Messrs. A. Haupt, N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, and A. R. Lowe (Secretary).

#### MINUTES.

The minutes of monthly meeting held 8th March were read and confirmed.

#### COTTON CULTIVATION IN THE NEW TERRITORY.

The following letter was read:—

Botanical and Afforestation Department, Hongkong, March 25, 1904.

SIR—I am instructed to draw your attention to the subject of Cotton Cultivation in the New Territory. I have therefore collected the following short summary from all the information which I have before me upon the agricultural aspect.

The most important question bearing upon the possibility of successful cotton cultivation in Kwangtung is the question of climate. The seasons of the district are so peculiar that it would not be safe to assume that any plant would be successful until it has been tried.

The experiment in the case of Cotton seems to be worth making, for in the cotton-growing districts both in Central China and in Northern India the conditions approach those of Kwangtung. One of the best cotton-growing districts in the United Provinces (North West Provinces) of India has a climate very similar to that of Hongkong.

The Cotton crop would only be in the ground from the first rains in April and May until the autumn, and would therefore be independent of the North-East Monsoon. There is some doubt whether the dry winds of late autumn would check the ripening of the capsules, but it is probable that the more rapid growth of the crop during our hot summer would ensure their perfection in time. Even if this were found not to be the case, irrigation might be economical if the crop proved a valuable one.

The land now under cultivation in the New Territory is probably about ten thousand acres,

and a large proportion of this would be suitable for cotton cultivation. There is also a vast area in other parts of Kwangtung equally suitable.

If the crop is found to succeed, the small farmers would probably take it up. They have already seen and made use of the advantage of growing some products of foreign origin for which a market exists in Hongkong, and they might take especially quickly to this industry, because it is widely spread in other parts of China and has therefore been moulded upon lines suitable to the conditions of small tenements.—I have, etc.,

(Sd.) S. T. DUNN.

Superintendent, Botanical and Afforestation Department.

The Chairman said if it was possible to grow Cotton any way approaching the quality of that produced in Shanghai district a good market was at hand in the Colony.

In the discussion which followed it was considered advisable to represent to the Government that the experiment should be tried and a small sum of money provided in the next Budget for the cost of suitable seed and plants to be distributed amongst the farmers in the New Territory and also for prizes for the three best results in order to stimulate competition.

#### CONTRABAND OF WAR.

The Colonial Secretary's letter of the 9th ultimo was read, furnishing the Chamber with a copy of the following telegram received from the Secretary of State for the Colonies in connection with the present hostilities between Russia and Japan:—

#### Telegram.

Your telegram of 2nd March Russian declaration as to contraband states follows:—"En général tous les objets destinés à la guerre, sur mer ou sur la terre, de même que le riz, les vivres et les chevaux, bêtes de sommes, et autres pouvant servir dans un but de guerre et si elles sont transportées pour le compte ou à destination de l'ennemi"—"Japan regards provisions as contraband of war when destined for the enemy's army or navy or in cases where, being goods arrived at enemy's territory, there is reason to believe they are intended for use of his army or navy."

The Chairman said it was evident from the non-committal nature of the telegram that the British Government were unwilling to give a more definite opinion as to what is and what is not contraband in the present war and it was therefore left to shipowners to use discretion in taking certain cargo of foodstuffs, etc., and at the same time take the risk of either combatant holding a different opinion.

#### LEWIS AND CLARK CENTENNIAL EXHIBITION AT PORTLAND (OREGON).

A letter from the Government, dated 29th ultimo, was read inquiring whether the Chamber could advise the Government taking any steps with a view to a representation of the Colony at the Exhibition 1905.

It was decided to reply that the Chamber, while having every sympathy with the objects of the Exhibition, were averse to any public expenditure of money to further an exhibit representing Hongkong, and they were of opinion that private enterprise amongst the Chinese Community would bring the same object about. A delegate from America would doubtless canvass and organise Hongkong exhibits in the same manner as was done in the case of the St. Louis Exhibition now being held.

#### RUSSIAN RESTRICTIONS AT NEWCHWANG.

The copy of telegram from H. B. M. Consul at Newchwang noting the conditions imposed by the Russians at that port which had been kindly furnished the Chamber by the Colonial Secretary, on the 28th ultimo, was laid on the table.

#### PILOTS' ORDINANCE, 1904.

The Bill now before the Legislative Council was discussed and it was decided to ask the Government to allow the Chamber the opportunity of considering the schedule of Fees payable to Pilots and the question of the limit to the number of registered Pilots before the regulations became law.

#### CUSTOMS REGULATIONS AT THE PORT OF KONGMOON.

The following rules issued by the I.M. Customs on 23rd March last, and kindly furnished the Chamber by the Hon. Colonial Secretary,



were laid on the table.

*Customs Regulations for the Port of Kongmoon, 1904.*

1. All vessels trading at Kongmoon are subject to, and will be treated in accordance with, the West River Regulations 1904, and where these do not apply with ordinary Customs regulations and existing Treaties. Inland Water steamers will comply with the Inland Water Steam Navigation Regulations.
2. For shipment and discharge of cargo, vessels, including inland water steamers, must take up the berths in the harbour assigned by the Harbour Master, and may not move therefrom without his permission. The harbour limits of the port are S.-W. of Kongmoon town:  
Within a line drawn East and West through the Wen Wu Temple.  
In the West River, East of the Kongmoon Creek:  
Within a line drawn N.-E. through Li Yu Hill.  
In the West River West of the Kongmoon Creek:  
Within a line drawn S.-W. through Chih Shan Village jetty.  
Steamer Anchorage: In West River opposite I.M. Customs, adjoining the mouth of the Kongmoon Creek.  
Cargo-boats, sampans, &c., are forbidden to approach incoming vessels before they are properly moored.
3. Cargo-boats must be registered at the Custom House and their numbers conspicuously painted on them in Chinese and English.
4. The landing and shipment of cargo and ballast, and passengers and their luggage, may only take place between 6 a.m. and 8 p.m., and cannot go on either at night or on Sundays and holidays without special permission. Cargo landed, shipped, or transhipped without a permit is liable to confiscation.
5. The manifest must contain an account of the marks, numbers, and contents of every package on board. For exhibiting a false manifest the Master is liable to fine. Goods found on board not specified on the manifest are liable to confiscation.
6. On entry and on receipt of Consular Report or River Pass together with the manifest of the import cargo accompanied by tonnage dues and, if from a treaty port, cargo certificate; and on consignees applying specifying on their application in Chinese and English the nature of the goods, the marks and numbers, weight, value, &c., permits will be issued authorising the discharge of consignments (a) into registered cargo-boats which must repair direct to the Custom House for examination, after which duty memos will be issued and, on payment of duty, the goods will be released; or (b) under approved guarantee into godowns or hulks approved of by the Customs, where they will be examined after which duty memos will be issued, and on payment of duty the goods will be released.
7. Goods for export must be sent to the Customs jetty for examination accompanied by the shipper's application, giving the required particulars as to the nature of the goods, the marks and numbers, weight and value, &c., for a shipping permit. After examination duty memos will be issued, and on payment of duty shipment permits will be issued.
8. The landing and shipment of cargo having been completed and all dues and duties having been paid, the Customs clearance will be issued and the vessel will be entitled to the return of her papers, and may then proceed. The Customs will be at liberty to seal the hatches and place a Customs Officer on board to accompany vessels up and down the River.
9. Cargo for which shipment permit has been issued but which cannot be received on board must be reported and await Customs examination before being reloaded.
10. Munitions of war may not be landed until a Munitions Special Permit from the Customs has been obtained. Vessels arriving at this port and having on board as cargo any explosive or the specially prepared constituent of such, shall anchor East of Li Yu Hill, in the West River outside the Harbour limits, shall fly a Red Flag and shall abide by the instructions received from the Customs concerning the discharge of the same.

11. In the case of foreign goods from abroad to pay duty the importer may produce his *bona-fide* invoice: if the invoice does not include freight and insurance, 10 per cent will be added to the invoice value in the case of goods paying *ad valorem* duty, but the Customs reserve the right not to accept invoice as a statement.
12. Chartered junks are only available for carrying foreign owned cargo from treaty port to treaty port, and must take out special papers at the Customs in exchange for properly executed and approved bonds.
13. Masters of vessels shall not permit ballast or ashes to be thrown overboard in the harbour.
14. No buoy may be laid down without the sanction of the harbour master and his approval of the mooring by which it is to be held in position. The harbour master will be at liberty to moor such vessels at unoccupied buoys as he may see fit.
15. Steamers on entering the harbour must go slow.
16. The blowing of steam whistles or sirens except for the purpose of signalling in accordance with the regulations for preventing collisions at sea or for the purpose of warning vessels of danger, is forbidden.
17. Masters of vessels are requested to furnish the harbour master's office with any information they may possess relative to any new danger such as rocks, shoals, &c., or any changes in the channel of the River that they may have discovered.
18. The Custom House will be open for the transaction of general business from 10 a.m. to 4 p.m., Sundays and holidays excepted. All export manifests and applications for cargo to be shipped the same day should be in the office not later than 3 p.m. All communications regarding Customs business should be addressed to the Commissioner of Customs. The above Regulations are open to revision when and if necessary.

(Sd.) F. W. MAZE.

Acting Commissioner.

Custom House, Kongmoon, March 23rd, 1904.

True Copy.

(Sd.) H. H. Fox.

THE EAST RIVER TRADE AND HONGKONG.

The Chairman said that at his request the Secretary had gone overland to Waichow during the Easter Holidays with a view to obtaining further particulars for the purpose of urging the opening of the port to foreign trade. He was more strongly of opinion now than ever that such an event would be for the mutual advantage of Chinese and foreign trade alike and the opportunity must not be lost of impressing this fact on His Majesty's Government.

COOLIES AT HONGKONG FOR SOUTH AFRICA.

It is possible that the s.s. *Tweedle* may, in a week or so, take out the first batch of coolies to South Africa, but we learn at Messrs. Butterfield & Swire's office that nothing is yet decided. At the present time there are some 2,000 native recruits from various parts of China under Dr. Swan, who is seeing that the men are medically and physically fit for the labour. These emigrants have to be at least 20 years of age, and not more than 40. Between 25 and 40, however, is about the mark. At present they are allowed 30 cents *per die* for food.

The workers are going to South Africa under a three years' agreement, at the expiration of which they will have the option of a further term of two years. They will return home at the expense of the employer.

The wages, we understand, will be 50 shillings *per mensem*, including free board, food, and medical attendance. A Chinese doctor, if desired, will attend them.

Durban will be the importing-base. The first batch may consist of 1,500 men.

Every labourer shall be entitled to be accompanied by his wife and children under the age of 10 years at the expense of the importer; and every labourer who, after being introduced into this Colony, desires his wife and children under the age of 10 years to join him in the Transvaal may, provided that before or at the signing of his contract such labourer shall have regis-

tered with the official before whom the contract is signed the names and residence of his wife and children and the respective ages of the children, require his employer to introduce them at his, the labourer's, expense, and on the employer refusing to do so the labourer shall be entitled to terminate his contract, and thereupon shall be returned to China in pursuance of his contract at the expense of the importer.

In any case in which the services of a labourer are transferred from the importer to some other person who holds a licence to import labourers, the wife and children of such labourer shall not be separated from him, but the transferee shall provide proper accommodation for such wife and children on the premises on which the labourer is employed and shall be liable for the expense incurred in returning the wife and children of such labourer to China in case such labourer dies while in the service of such transferee as aforesaid or any of the events happen during such service which render such labourer liable under the Ordinance to be returned to his country of origin.

It will be interesting to note how many of the labourers are accompanied by their families.

A WARNING.

We hear from an European, conversant with the Chinese tongue, that at Yaumati, the other day, he overheard some startling conversations amongst the Chinese emigrants destined for South Africa. It is common knowledge that several Chinamen are agitating against the movement, and that incendiary posters have been placarded at various places. This man overheard one Chinaman ask a crowd of coolies if they did not think they were fools to go to South Africa.

"Why?" asked the men.

"Why," responded the other, "because when you get there you will find no Europeans who can speak to you. Black men with whips will order you about, and these men will shoot on the slightest provocation."

"What do you advise us to do then?" asked the frightened coolies.

"You are in a very difficult position," responded the other; "if you refuse to go on board the ship the Hongkong Police will make you. I advise you to create a disturbance at sea and on no account to let the steamer proceed farther than Singapore. You will get good labour in Sumatra or the Malay States."

A few detectives disguised as coolies might have some interesting tales to tell. It would, at any rate, be a precaution.

CHOLERA ON THE FRENCH MAIL.

The Messageries Maritimes s.s. *Ernest Simons*, the outward French mail, arrived from Saigon on the 3rd inst. As a case of cholera had occurred the vessel was put into quarantine, and anchored off Stonecutters' Island. The case was that of a passenger, Mrs. Lello, wife of Dr. Lello, Colonial Secretary of Macao. She died on the 2nd inst. and was buried at sea. Deceased recently went to Portugal accompanied by her husband, the Doctor, and the two were returning together to Macao. The case was a particularly sad one, as relatives and friends of the family had come to Hongkong to welcome Doctor Lello and his wife home. The deceased was a daughter of Senhor Commandador A. J. Basto, the well-known barrister at Macao, who is Consular Agent for France. She was very popular and is much lamented. Dr. Lello left for Macao by the Hongkong, Canton and Macao s.s. *Hewingshan*.

FIRE IN BONHAM STRAND, HONGKONG.

Fire broke out at No. 37, Bonham Strand West at about 4.30 a.m. on the 4th inst. The Brigade under Messrs. E. R. Hallifax and H. G. Baker hurried to the scene. The fire burned brightly at the time and was fast demolishing the building. No. 37, the house in question, adjoined, from the rear, No. 201, Winglok Street, which, indeed, was occupied by the same people. Entering at Bonham Strand one could walk right through the shop, making an exit into Winglok Street. The fire rapidly spread to the upper portion of No. 201, Winglok Street. Fire-escapes were put up against the building



both from Bonham Strand and Winglok Street, and, there being a fair supply of water on the mains, the flames were got under control in about an hour's time. The Brigade continued to work hard until seven o'clock, by that time having reduced the conflagration to a heap of wet, smouldering ashes. No. 37, Bonham Strand, was completely gutted, while the upper portion of No. 201, Winglok Street suffered to a considerable extent. The ground floor of the latter house was damaged by water only. From what we can gather the demolished house does not seem to have contained a great quantity of merchandise—samples, apparently, acting for general business. There was, however, a considerable amount of spelter, or some sort of similar metal, on the ground floor; this could hardly have suffered.

The occupier of the house, we understand, recently lived at No. 1, Bonham Strand, the house that was not long ago burned down. He had No. 37 insured in the Trans-Atlantic Fire Insurance Co., and Chinese insurance companies for \$22,000.

Four safes taken from the ashes were brought to the Police Court for investigation. They were all more or less considerably damaged, but their contents, including an amount of paper money, though in many instances scorched, were for the most part all right. The paper inside one tin box taken from a safe was so charred that if one touched the black remains they would fall to small ashes. It is said, however, that the Bank will be able to distinguish any bank-notes amongst the pile. In all between nine and ten thousand dollars were found in the safes.

### EUROPEAN LADY ATTACKED.

It was reported on the 6th inst. that on the previous evening in Bowen Road a dastardly attack had been made by a Chinese on an European lady, Miss Moore, governess to Mr. Geo. Grimble's children. Miss Moore had been out walking with her charges, and while they played about she sat down on a wayside rest and commenced reading a book. Suddenly a Chinese who was passing rushed toward her and, holding her down with one hand, wrenched her hat away with the other and ran off. As the lady's hat was fastened on with long hat-pins, a quantity of her hair was pulled out by the roots. There was no assistance at hand, and the miscreant got clear away. Yesterday morning, near the scene of the assault, the police found the hat with its buckle torn from it and the hat-pins gone, these having no doubt been the objects that tempted the ruffian. It is to be hoped he will be caught and made an example of.

### THE WRECK OF THE "HAITIEN."

The mystery of the wreck of the Chinese cruiser *Haitien* is cleared. It was not on the Elliott Islands in the Korean Gulf that she met with disaster, but on Elliott Island near the mouth of the Yangtze, and about 75 miles from Woosung—a place marked on very few maps. The *N.-C. Daily News* gives the following details from an interview with the captain of the C.M.S. *Meifoo*, which left Hong-kong for Shanghai on the evening of the 21st ult. and, after standing by and giving assistance to the wrecked Chinese cruiser, arrived in Shanghai last Tuesday night.

The *Haitien*, which was on her way from Chefoo to Shanghai, and had overrun her distance, struck a rock just off Elliott Island at 5.30 a.m. on the 25th ultimo. From the time that they passed Eddy Island dense fog prevailed, and those on the look-out saw nothing until the vessel struck. At 7.30 a.m. the *Meifoo*, having had the minute guns being fired, went over to her. Her stern was then above water and the after part was completely tight, but during the day a strong breeze sprang up from the north-east, with heavy rain showers, and seas began to wash over her poop. The after-hold then filled, through the hatches. The crew went ashore during Monday night, landing on the island by means of life-lines, and two lives were lost in getting ashore. At 5.35 a.m. on Tuesday the *Haitien's* stern sank in 11 fathoms of water, her magazine gun in the main-top being just

awash at low tide. Her stem was then raised about 20 feet out of the water. There was a large rock visible on her starboard side about 40 feet from the stem, and about 25 feet abaft of this rock a hole could be seen in the vessel's side. At noon on Tuesday she was completely under water from the second funnel aft, and it is surmised that she had struck on a pinnacle rock. At 10 a.m. on Tuesday all the crew were on board the *Meifoo*, and that steamer also took aboard the *Haitien's* four boats and davits. At 12.15 the *Meifoo* weighed anchor, and proceeded to Woosung, bringing 360 of the *Haitien's* crew. The remaining 50 of the crew were taken on board a four-funnelled Chinese torpedo-destroyer, which, with a Chinese cruiser, was also standing by the wreck. When the *Meifoo* left the weather was fair and the sea smooth, but should bad weather come it seems certain that the *Haitien* will break up. Admiral Sterling, U.S.N., in his flagship, the *New Orleans*, went down to the wreck on Tuesday last and saw that there was nothing to be done. A tugboat and lighters were standing by to make what salvage may be possible.

### CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO"]

#### BLASTING ACCIDENT.

On the 21st April, when blasting operations were in progress on Woo-lo Hill, Namhoi district, under the direction of the railway engineers, fragments of rock killed three men and one woman and wounded about ten. All are described as "passers-by." The wounded were all carried back to Canton for treatment and the deceased were instantly coffined by order of the local authorities.

#### A JAPANESE WOMAN KILLED.

About a month ago a number of robbers made an attack on a house occupied by an American in Sek-wa-yong, near Canton. One of his servants, a Japanese woman, who offered resistance, was seriously wounded and died some days afterwards in a hospital. The Namhoi Magistrate proposes to send to the Japanese Consul a sum of five hundred dollars to be handed over to the deceased's family. It is reported that the Japanese Consul has recently written to the Viceroy expressing his willingness to accept the five hundred dollars on behalf of the deceased's family.

#### A FOREIGN EDUCATION.

The Viceroy has selected about thirty students from the various Chinese colleges in Canton and about a dozen lads from influential families in the city, the former being sent to Europe and America and the latter to Japan to complete their education at the expense of the Government.

#### SUPPRESSION OF THE PAK-KOP LOTTERY.

Viceroy Shum, who has found other means of revenue, has taken steps to suppress the Pak-Kop lottery. He has already issued a notice that on and after the 15th May the sale of Pak-Kop lottery tickets is strictly prohibited and any person disregarding this notice will be severely punished. The action of the Viceroy has met with very enthusiastic support from the people, for Canton is at present the greatest centre of gambling in the world.

#### SERIOUS FIGHT WITH BRIGANDS.

Information has been received from Kwangsi to the effect that some days ago a brigand leader named Wong Yau-tsoi with a large number of his followers made an attack on a village named Santing, near Nanning. The people of the village offered opposition and a hot engagement ensued, lasting the whole night. Some villagers were sent to the city of Nanning to ask the authorities to send soldiers. This request was at once complied with, but as it was dark at night, the soldiers dared not approach the rebels, though constant reports of guns fired by the villagers and the rebels were heard. At dawn the ammunition of the villagers was exhausted, and the brigands took possession of the village. They ransacked every house and carried away about forty women and children and three hundred cattle. The number of people killed was over forty.

### TSINGTAO.

We take the following from the *Deutsch Asiatische Warte* of the 16th and 23rd ult.:—

At a general meeting of the German Colonial Society (Tsingtao branch), held on the 11th April, the following gentlemen were elected to serve on the Committee:—Capt. Funke, Chairman; Messrs. Schomburg, Dr. Krieger, D. Rapp, Naval Paymaster Strelow, Schmidt-Decarli, Dr. Crusen, Henniger, and Dr. Doenitz. The business part of the meeting having been concluded, the superintendent of the mission, Mr. Voskamp, delivered an address "From an old Chinese town," in which he took the large audience through the city of Canton.

Consul Dr. Ners arrived on 12th April en route for Tsinanfu, to take up his new appointment.

The Tsingtao Polo Club held their first public races on the Augusta-Victoria Bay, on the 11th. Although originally fixed for the 9th, heavy rains had necessitated a postponement of the meeting. However, on the 11th the weather brightened, and about noon the sun began to peep through the clouds, thus enabling the majority of the Tsingtao sporting community to be on the race-ground by about 2.30 a.m. Prince Adalbert of Prussia honoured the races with his presence.

The customs receipts in Kiaochau for the first quarter, compared with those of the same period of last year, show as follows:—

|                      | 1903      | 1904.     |
|----------------------|-----------|-----------|
| January H.K. Tls ... | 16,255.12 | 27,564.94 |
| February .. ..       | 28,981.95 | 19,685.58 |
| March .. ..          | 33,073.54 | 49,479.32 |

H.K. Tls. ... 78,314.61 96,729.84

The transport *Silvia* arrived on the 19th April, and the disembarkation of the troops took place the same afternoon.

### THE WHANGPOO CONSERVANCY BOARD.

The *Universal Gazette* learns that in connection with the proposal improvement of the Whangpoo, the British would be the most benefited as they have largest commerce, consequently they took the initiative in proposing this work while the United States and Japan strongly seconded them, but Germany and France have not shown much interest. Recently the British Minister has repeatedly requested the Waiwupu and the Nanking Viceroy to have the river work begun as soon as possible and adding that the cost of the work had been estimated at Tls. 480,000 and British would bear one-half of the cost. The Waiwupu replied that should the work be carried out at all China alone would bear the cost and would not require outside assistance and it was owing to the fact that China could not raise this amount that the work had not been undertaken. The British Minister then asked the Waiwupu to appoint a commission whose duty is to take charge of this work, but the Waiwupu replied that the Government could not at present find an official sufficiently capable for the post.

### NOTES FROM THE BOTANIC GARDENS.

On the right of the path leading up from the Deer House is a tree of *Gynocardia odorata* peculiar for the position of its pretty and sweet-scented, lemon-coloured flowers, which, instead of appearing among its leaves, hang on slender stalks from the bare trunk and branches.

A large number of interesting trees, shrubs, and herbs are now in flower or are just coming into flower in both gardens. The deep lilac *Jacaranda* flowers, hardly discernible against a blue sky, but looking charming against the surrounding foliage, may be seen in several places along Ga den Road. *Calistemon rigidus* is showing its cylindrical bunches of crimson flowers near the Palms in the New Gardens. *Brownea*, with its large pendent red globes, is in full bloom near the Orchid House. This greenhouse contains an unusually large number of fine orchids in blossom. Their strange names need not be quoted, but they are well worth a visit.



Another kind of *Bougainvillea* (*B. glabra*) is in flower, near the one that proved such a great attraction a few months ago.

## MERCANTILE BANK OF INDIA, LD.

The following is the eleventh annual report of the board of directors to the shareholders:—

The directors herewith submit to the shareholders of the bank the general balance-sheet and statement of profit and loss account for the year ending 31st December, 1903.

The net profits for that period, after providing for bad and doubtful debts, and including £16,243. 11s. 2d. brought forward from last account, amount to £62,676. 18s. 6d. Out of this sum there has already been paid £4,687. 10s. 0d., being an interim dividend for the half-year ending 30th June at the rate of 5 per cent. per annum on the "A" shares of the Bank.

The directors have added £20,000 to the reserve fund, and now recommend a dividend on the "A" shares at the same rate for the second half of the year, and on the "B" shares of 5 per cent. for the year. This will absorb a further sum of £23,437. 10s. 0d., and will leave a balance of £14,551. 18s. 6d. to be carried forward.

Mr. R. J. Black, of the firm of Messrs. Best & Co., Madras, has been appointed to fill the vacancy on the board, caused by the death of Mr. Thomas Scott.

The following directors retire by rotation, but, being eligible, offer themselves for re-election:—

WM. JACKSON, Esq.,

J. A. MAITLAND, Esq.

It will be necessary to appoint auditors. Messrs. Cooper Brothers & Co., and Messrs. W. A. Browne & Co., the retiring auditors, offer themselves for re-election.

By order of the board,

JAMES CAMPBELL,

Chief Manager.

## SHANGHAI SPRING RACES.

### FIRST DAY.

SHANGHAI, 3rd May.

#### SUBSCRIPTION GRIFFIN PLATE.

|                                      |   |
|--------------------------------------|---|
| Messrs. Toeg's and Barley's Seedcake | 1 |
| Mr. John Peel's Glenburn             | 2 |
| Mr. Q. Bec's Skat                    | 3 |
| Time, 1.32 2-5.                      |   |

#### CRITERION STAKES.

|                            |   |
|----------------------------|---|
| Mr. Common's Gaddy         | 1 |
| Mr. John Peel's Steelboy   | 2 |
| Mr. Willis E. Gray's Huron | 3 |
| Time, 2.6                  |   |

#### GRIFFINS' PLATE.

|                                      |   |
|--------------------------------------|---|
| Mr. Scandypat's Alaska               | 1 |
| Messrs. Robson's & Twoovees' Halvard | 2 |
| Mr. Marius's Adour                   | 3 |
| Time, 1.30                           |   |

#### CATHAY CUP.

|                                   |   |
|-----------------------------------|---|
| Mr. Scandypat's Jetsam            | 1 |
| Messrs. Toeg's and Barley's Boyne | 2 |
| Mr. John Peel's Polka             | 3 |

#### JOCKEY CUP.

|                                    |   |
|------------------------------------|---|
| Mr. Toeg's Otter                   | 1 |
| Mr. K. J. Kingsford's Heather Moth | 2 |
| Mr. R. B. Moorhead's Kestrel       | 3 |

#### HART LEGACY CUP.

|                          |   |
|--------------------------|---|
| Mr. John Peel's Set      | 1 |
| Mr. Kanuck's Hokoku      | 2 |
| Mr. Fernando's Loch Gail | 3 |

#### SHANGHAI GOLD CHALLENGE CUP.

|                                      |   |
|--------------------------------------|---|
| Messrs. Common & Robson's Friendship | 1 |
| Mr. John Peel's Nithsdale            | 2 |
| Mr. Scandypat's Alverstone           | 3 |

#### KIANGSU CUP.

|                              |   |
|------------------------------|---|
| Mr. Four Stars' Sphere       | 1 |
| Mr. Barley's His Highness    | 2 |
| Mr. G. H. Potts's Rebel King | 3 |

#### CHIHLI CUP.

|                                  |   |
|----------------------------------|---|
| Mr. Elma's Kinnell               | 1 |
| Mr. R. J. Marshall's Little Momo | 2 |
| Mr. Saltoun's Upstart            | 3 |
| Time, 2.10 4-5.                  |   |

#### GRAND STAND STAKES.

|                            |   |
|----------------------------|---|
| Mr. Four Stars' Lyra       | 1 |
| Mr. H. Morris's Brownberry | 2 |
| Mr. John Peel's Grafton    | 3 |
| Time, 2.6-3/5.             |   |

### SECOND DAY.

SHANGHAI, 4th May.

#### CHU-KA-ZA CUP.

|                         |   |
|-------------------------|---|
| Mr. Toeg's Otter        | 1 |
| Mr. H. Bush's Rinaldo   | 2 |
| Mr. Scandypat's Flotsam | 3 |
| Time, 1.30 3-5.         |   |

#### SHANGHAI DERBY.

|                                      |   |
|--------------------------------------|---|
| Messrs. Common & Robson's Friendship | 1 |
| Mr. Marius's Argante                 | 2 |
| Mr. Waverley's Monsoon               | 3 |
| Time, 3.13 4-5.                      |   |

#### MONGOLIAN PLATE.

|                                      |   |
|--------------------------------------|---|
| Mr. R. J. Marshall's Little Momo     | 1 |
| Messrs. Toeg's and Barley's Seedcake | 2 |
| Mr. Columbia's Remus                 | 3 |
| Time, 2.45.                          |   |

#### RACE CLUB CUP.

|                           |   |
|---------------------------|---|
| Mr. Wingard's Vancouver   | 1 |
| Mr. Barley's His Highness | 2 |
| Mr. Criterion's Juggers   | 3 |
| Time, 4.32.               |   |

#### CONCORDIA CUP.

|                                     |   |
|-------------------------------------|---|
| Messrs. Toeg's and Barley's Zambesi | 1 |
| Mr. Gray's Comanche                 | 2 |
| Mr. Mowat's Coriander               | 3 |
| Time, 2.41 2-5.                     |   |

#### SICCAWEI CUP.

|                        |   |
|------------------------|---|
| Mr. Scandypat's Jetsam | 1 |
| Mr. Common's Gaddy     | 2 |
| Mr. Gray's Massasort   | 3 |
| Time, 2.39.            |   |

#### PEKING STAKES.

|                          |   |
|--------------------------|---|
| Mr. John Peel's Glenburn | 1 |
| Mr. Sponge's Dandy Dan   | 2 |
| Mr. Saltoun's Upstart    | 3 |

#### SHANGHAI STAKES.

|                        |   |
|------------------------|---|
| Mr. Four Stars' Sphere | 1 |
| Mr. Moli's Snorum      | 2 |
| Mr. Wingard's Algerine | 3 |
| Time, 3.19 2-5.        |   |

#### SPRING CUP.

|                                        |   |
|----------------------------------------|---|
| Mr. John Peel's Zodiac                 | 1 |
| Mr. Toeg's Irvine                      | 2 |
| Messrs. Robson's and Twoovees' Halvard | 3 |

#### SCURRY STAKES.

|                                      |   |
|--------------------------------------|---|
| Mr. Scandypat's Alaska               | 1 |
| Mr. John Peel's Nithsdale            | 2 |
| Mr. Marius's Adour                   | 3 |
| Time, 1.46 3-5 (Record, 7 furlongs). |   |

### THIRD DAY.

SHANGHAI, 5th May.

#### GREAT NORTHERN PLATE.

|                        |   |
|------------------------|---|
| Mr. H. Bush's Rinaldo  | 1 |
| Mr. W. E. Gray's Huron | 2 |
| Mr. Wingard's Algerine | 3 |
| Time, 1.47 3-5.        |   |

#### RACE CLUB CHALLENGE CUP.

|                                   |      |
|-----------------------------------|------|
| Messrs. Toeg's & Barley's Zambesi | Dead |
| Mr. Four Stars' Lyra              | heat |
| Mr. John Peel's Nithsdale         | 3    |

#### SHANTUNG STAKES.

|                                    |   |
|------------------------------------|---|
| Messrs. Toeg's & Barley's Seedcake | 1 |
| Mr. John Peel's Glenburn           | 2 |
| Mr. Elma's Kinnell                 | 3 |
| Time, 2.8½.                        |   |

#### PARI-MUTUEL STAKES.

|                         |   |
|-------------------------|---|
| Mr. Four Stars' Sphere  | 1 |
| Mr. Duplex's The Dealer | 2 |
| Mr. Gray's Wabeno       | 3 |
| Time, 3.19 1-5.         |   |

#### RACING STAKES.

|                                    |   |
|------------------------------------|---|
| Mr. H. Morris's Brownberry         | 1 |
| Mr. Mowat's Coriander              | 2 |
| Mr. Spero's Belvoir                | 3 |
| Time, 2.2 2-5 (record for 1 mile). |   |

#### YANGTZE CUP.

|                           |   |
|---------------------------|---|
| Mr. Barley's His Highness | 1 |
| Mr. Buxey's Rare Rose     | 2 |
| Mr. Wingard's Algerine    | 3 |
| Time, 3.52 2-5.           |   |

#### MANCHU STAKES.

|                            |   |
|----------------------------|---|
| Mr. Waverley's Monsoon     | 1 |
| Mr. Scandypat's Alverstone | 2 |
| Mr. Gray's Comanche        | 3 |
| Time, 2.42.                |   |

#### CONSOLATION CUP.

|                          |   |
|--------------------------|---|
| Mr. Toeg's Irvine        | 1 |
| Mr. John Peel's Steelboy | 2 |
| Mr. Moorhead's Kestrel   | 3 |
| Time, 2.41 1-5.          |   |

### CHAMPION SWEEPSTAKES.

|                        |   |
|------------------------|---|
| Mr. Scandypat's Jetsam | 1 |
| Mr. Common's Gaddy     | 2 |
| Mr. Four Stars' Sphere | 3 |
| Time, 2.36 4-5.        |   |

### NIL DESPERANDUM STAKES.

|                           |   |
|---------------------------|---|
| Mr. Grant's Glen Rothes   | 1 |
| Mr. Saltoun's Upstart     | 2 |
| Mr. Cope's Galloping Dick | 3 |
| Time, 1.52.               |   |

## ROYAL HONGKONG YACHT CLUB.

The last race of the season was sailed on the 1st May for two prizes kindly presented to the Club by Mr. Mitchell. The start was made precisely at 1 p.m., when just a dozen yachts spread their sails to the light breeze coming from the west. They all rippled along merrily for about three-quarters of a mile, when it was seen that after crossing a calm where two winds met they would find an easterly breeze.

The *Elspeth* was the first to find the new wind, and commenced streaking away from the rest of the fleet in fine style; but it was soon evident that she had either forgotten or lost her way, as she began working down to the Channel Rock instead of keeping close under the Dock Battery. It was not until she saw *Dione* and the rest easing their sheets for the Kowloon Rock that she altered her course. *Dione* was therefore the first round the Kowloon Rock, and with a breeze ever freshening from the east soon gained a long lead over the others. This was the prettiest part of the race, and with a strong ebb-tide running up against the breeze the yachts worked up to windward to the Foot-mun mark-boat in very good time, the *Alannah* and *Chanticleer* going particularly well. The mark-boat was rounded as follows:—

|                    | H. | M. | S. |
|--------------------|----|----|----|
| <i>Dione</i>       | 2  | 39 | 30 |
| <i>Alannah</i>     | 2  | 45 | 20 |
| <i>Bonito</i>      | 2  | 45 | 45 |
| <i>Colleen</i>     | 2  | 46 | 30 |
| <i>Kathleen</i>    | 2  | 46 | 45 |
| <i>Chanticleer</i> | 2  | 48 | 50 |
| <i>Aileen</i>      | 2  | 49 | 30 |
| <i>Iris</i>        | 2  | 51 | —  |
| <i>Elspeth</i>     | 2  | 51 | 50 |
| <i>Gloria</i>      | 2  | 53 | 10 |

*Vernon* having sailed into a calm in Hung Hom Bay had gone home. There was now a long run home against the ebb-tide with the wind becoming fainter and fainter as the yachts neared the winning line, and just at the Police Pier a head wind from the west was found again. The *Aileen* gradually improved her position on the way home, and worked up to second place, the times at the finish being as follows:—

|                    | H. | M. | S. | Corrected. |
|--------------------|----|----|----|------------|
| <i>Dione</i>       | 4  | 25 | 0  | 4 25 0     |
| <i>Aileen</i>      | 4  | 32 | 38 | 4 27 38    |
| <i>Bonito</i>      | 4  | 43 | 10 | 4 32 10    |
| <i>Colleen</i>     | 4  | 47 | 10 | 4 36 10    |
| <i>Elspeth</i>     | 4  | 47 | 13 | 4 45 13    |
| <i>Chanticleer</i> | 4  | 51 | 15 | 4 37 15    |

The rest were not timed.

The *Dione* thus wins the first prize, and the *Bonito*, being the first boat of another class, wins the second prize.

This race is the final one of the season.

## WATER POLO.

From what we can gather it appears that the Hongkong teams competing for the Water Polo shield this year will be: Volunteers, Club Lusitano, and V.R.C. These three teams are comprised of V.R.C. members, but it is understood the Y.M.C.A., another team drawn from the membership of the V.R.C. last year, will not get up a team this year. This being the case the V.R.C., independent of the Volunteer and Club Lusitano teams, will be able to muster in considerable strength, always providing, of course, that they do not take the suicidal policy of splitting up their good men to make two teams, and filling up the requisite number with indifferent players.



## HONGKONG.

Captain Merlin, late of the China Merchants Co., has been appointed captain of the French Canton river steamer the *Charles Harduin*.

The steamer *Chihli*—Messrs. Butterfield and Swire—brought down 103 Indian details from Tientsin. A fine passage was experienced down coast. The soldiers are on their way home from Hongkong by an Indo-China steamer.

Numerous firms took up their tenancy in Alexandra Buildings on Monday. Now that the bamboo scaffoldings have been removed from the building its handsomeness appeals to the eye and is generally being remarked upon.

The Electric Light Co. are laying cables to the Peak and the lower high levels, so that very soon the whole of the island in its residential parts will be enjoying the benefits of electric light.

On the 4th inst. the first steamboat load of pilgrims left Hongkong for the Shekwan Festival, which lasts for about a week. To-day and Sunday next several steamers will be run for the convenience of excursionists.

On Wednesday evening fire broke out at the Tram-car Station, situated near the Bowring-ton Canal. It appears that some workmen were fixing the roof, when a youngster, assisting at the work, capsized burning charcoal, from a rivet-heater, on to a sheet of tarred felt. Inspector Collet turned out, but his assistance was not required, as the fire was put out with a hose from the Sugar Refinery. The damage is estimated at \$250.

The Band of the German cruiser *Hansa*, by kind permission of Rear-Admiral Holtzendorff, gave another orchestral concert at the Theatre on the 3rd inst. under the able direction of Herr Bertram, the bandmaster of the ship. The following was the programme on this occasion:—

## PART I.

Overture..... "Der Freischutz" ..... Weber  
String Quartette (a) "Traumverloren" Komzak  
(b) "Bosnische Legende" Komzak  
Selection..... "Tannhauser" ..... Wagner

## PART II.

Fantasia..... "I Pagliacci" ..... Leon Cavallo  
Intermezzo (a) "Naila" ..... Delibes  
Introduction (b) "Der Pfeiferkoenig" Mannfeld  
Hungarian Rhapsody... "No. II" ..... Liszt  
The previous public performances of the Band insured for them another full house which was equally as demonstrative in its appreciation as the audience at the concert given about ten days ago, and encores to the majority of the items on the programme were kindly given by way of acknowledgement. Especially enjoyable was the string quartette; and indeed the entire programme was rendered in a manner deserving high commendation. It is seldom indeed that Hongkong is favoured with orchestral concerts of such excellence. The audience last night included H. E. the Officer Administering the Government and Mrs. May, H. E. Major-General Villiers-Hatton C.B., the Officer Commanding H.M.'s Forces and Mrs. Villiers-Hatton. At the conclusion of the concert the Band played the British National Anthem.

The fine four-masted steamer *Kanagawa Maru*, belonging to the Nippon Yusen Kaisha's European line, left Hongkong for Japan on the 3rd inst. after a 24 hours' stay at this port. She left London shortly before war broke out, arriving at Malta on the 7th February, when she heard of the war. The vessel had a valuable general cargo on board, some 5,000 tons in all; and she found herself in a very dangerous position. Information was received at Malta that a Russian fleet was not only cruising in the waters of the Mediterranean, but was right off the port. Nothing could be done but remain in the neutral harbour, so Capt. John McKenzie "twiddled his thumbs," and did not shift-ship for 20 days. On the 27th February he heard that the Russian fleet had steamed away in a certain direction. He at once got the anchor-weigh, taking the opposite direction, and dodged off under the shadow of the African coast. It was common knowledge that Russian warships were infesting the waters of the Red Sea, so his only route was to steam right around the "Dark Continent." The *Kanagawa Maru* arrived at the Cape de Verde Islands in due course. Next she called in turn at Capetown, Durban, Singapore, and finally Hongkong.

## COMMERCIAL.

## SUGAR.

Hongkong, 6th May.—There is no change in the prices as when last reported.

|                              |                  |       |
|------------------------------|------------------|-------|
| Shekloong, No. 1, White..... | \$8.35 to \$8.40 | pcls. |
| Do. " 2, White.....          | 7.45 to 7.50     | "     |
| Do. " 1, Brown.....          | 5.85 to 5.90     | "     |
| Do. " 2, Brown.....          | 5.70 to 5.75     | "     |
| Swatow, No. 1, White.....    | 8.20 to 8.25     | "     |
| Do. " 2, White.....          | 7.35 to 7.40     | "     |
| Do. " 1, Brown.....          | 5.75 to 5.80     | "     |
| Do. " 2, Brown.....          | 5.60 to 5.65     | "     |
| Foochow Sugar Candy.....     | 12.70 to 12.75   | "     |
| Shekloong ".....             | 10.85 to 10.90   | "     |

## RICE.

HONGKONG, 6th May.—The prices are declining, market being dull.

|                                      |                  |
|--------------------------------------|------------------|
| Saigon, Ordinary.....                | \$2.85 to \$2.90 |
| " Round, good quality.....           | 3.85 to 3.90     |
| " Long.....                          | 4.00 to 4.05     |
| Siam, Field mill cleaned, No. 2..... | 2.90 to 2.95     |
| " Garden, " No. 1.....               | 3.20 to 3.25     |
| " White,.....                        | 4.30 to 4.35     |
| " Fine Cargo.....                    | 4.40 to 4.45     |

## COAL.

The arrivals of coal up to date, at Hongkong have been 31,100 tons of Japanese coal and 37,170 tons of Welsh coal, all sold; and 19,000 tons of Japanese coal is expected to arrive shortly.

## COTTON.

HONGKONG, 6th May.—Small business, with a slight decline. Stock about 1,900 bales.

|                                            |                |       |
|--------------------------------------------|----------------|-------|
| Bombay.....                                | 28.50 to 29.50 | picul |
| Bengal (New), Rangoon }.....               | 29.50 to 32.00 | "     |
| and Dacca.....                             |                |       |
| Shanghai and Japanese, 31.50 to 32.50..... |                | "     |
| Tungchow and Ningpo, 31.50 to 33.00.....   |                | "     |

Sale:—200 bales.

## YARN.

Mr. Eduljee, in his report, dated Hongkong, May 6th, says:—As premised a fairly brisk demand has been experienced throughout the fortnight, and over 7,000 bales are reported to have changed hands. Prices however show little or no change, but there is a hardening tendency for best qualities, while common kinds are weak. Spot stocks of favourite desirable tickets of No. 20s are almost all sold, and the attention of dealers is turned to the neighbouring markets as well as Bombay for further supplies, and some contracts are reported. No. 6s are in better request, and No. 8s are wanted, but the market is bare of favourite chops. With comparatively larger off-takes our stocks show a small decrease on last estimate, and as receipts are now on a much restricted scale and likely to continue so till the end of the cotton season, prospects ahead are far from discouraging.

Local Manufacture—Continues quiet and no business is reported.

Japanese Yarns—Are very firm, settlements of the fortnight comprising 200 bales Shenshu No. 20s at \$133, and 50 bales No. 32s at \$192; close strong.

Raw Cotton:—Nothing doing either in Bengal or China descriptions, the ideas of both buyers and sellers being too wide apart to lead to business. Stocks are estimated at 700 bales Indian and 300 bales Chinese. Quotations are Indian \$27 to \$31 and China \$30 to \$33.

Exchange on India after some fluctuations closes to-day at Rs. 133 for T/T and Rs. 133½ for Post. On Shanghai 72½ and Japan 87½.

The undernoted business in imported and local spinnings is reported from Shanghai during the fortnight ended the 22nd ultimo, viz:

Indian:—A comparatively small business has been effected but at steady prices, total sales amounting to 1,500 bales, comprising 400 bales No. 10s, 275 bales No. 12s, 200 bales No. 16s and 625 bales No. 20s. Estimated unsold stock about 25,000 bales.

Japanese—Were in brisk demand, sales aggregating 2,200 bales and prices showing an advance of one to two and a half Taels especially in No. 16s, which are now quoted 11s. 93 to 100 and No. 20s 11s. 100 to 104; close firm.

Local—Continues very dull, the only business of the fortnight being the sale of 100 bales No. 20s. at 11s. 100. Some of the mills are running short time.

## MISCELLANEOUS IMPORT.

Messrs. Noel, Murray & Co. of Shanghai, in their Report dated 28th April, states:—Early in the interval certain news appears to have reached the Native dealers here from which they gathered it was quite safe to ship goods to Newchwang, and that market being in urgent need of supplies arrangements were at once made accordingly. A local steamer was taken up, after a fairly heavy insurance had been effected on it against war risks, and some 5,800 packages piece goods and yarn and 3,500 bales nankeens booked for it; but we hear that owing to a difficulty in getting cover for more than Tls. 200,000, the local Insurance Companies having filled their lines, some of the engagements are being cancelled. In the meantime holders of goods in Tsingtao and Chefoo have taken advantage of the situation and are shipping from those ports, so shippers here are afraid they may be forestalled. Unless the demand is very limited there is not much fear of that, for stocks at those ports cannot be very large. Fully one half of the Foreign goods going consists of Indian yarn, and the bulk of the remainder American sheetings. Some idea of the prices ruling there may be had from the fact that Pepperell drills are selling at Tls. 11.00, but it must be remembered that the freight and insurance charges are exceptionally heavy, and the Newchwang tael is twenty-five per cent. discount! Unless the reports the Russians are circulating and the advertisements they are causing the Chinese Customs Authorities to believe and publish concerning the dangers to navigation are all bluff, the steamers must run considerable risk from the mines that are said to have been laid down. So much preparation seems to have been made to defend the port and prevent the landing of the Japanese, we would not be surprised if it is left severely alone, as any attack there would only lead to complications owing to the interests there of neutral Powers. There are other routes to Moukden! The Tientsin market is not showing signs of much activity, in fact the dealers here persist in describing it as "very sick." At the same time it seems to be taking a steady supply of most goods from here, though possibly doing a more hand-to-mouth business than formerly. There is an absence too of fresh orders from Hankow, where goods do not seem to be moving with any great freedom. No complaint can be made of the clearances from here, however, all our dependencies taking their fair quota, but the totals for the year, thus far show a big shrinkage in all cotton goods, saving Japanese and local yarns. The tone of the Manchester market is certainly easier; makers are evidently running out of orders and want to sell. From the latest advices quotations are distinctly nearer the prices ruling here and counter offers are asked for. These the dealers are disinclined to make, but importers of regular cloths are more disposed to submit sporting bids on their own account. The prices for cotton are steadily declining, the latest quotations from Liverpool being 7.74d. for Mid American and 8½d. for Egyptian. The export from Lancashire for the fortnight ending 22nd inst. was only 3,000,000 yards, which indicates the commencement of the falling off in plain cottons; but it is doubtful whether prints and dyed goods are following suit, although it would be very desirable, especially as regards the former. No one seems to waste money over the New York market, which presumably keeps much above this. There is a better enquiry for yarns, the sales of Indian spinnings since our last Report amounting to nearly five thousand bales, while both Japanese and Local have met with a little attention. Quotations for Native cotton are about unchanged, but there is a good export enquiry both for Japan and Europe.

## HONGKONG QUOTATIONS.

HONGKONG, 6th May.

|                             |                |
|-----------------------------|----------------|
| Beans.....                  | \$3.95         |
| Borax.....                  | \$17 @ 17½     |
| Camphor (China).....        | \$140          |
| Cassia (First quality)..... | \$21           |
| " (Second " ).....          | \$13           |
| " Oil.....                  | \$157½         |
| Cloves.....                 | \$12 @ 55      |
| Fennel Seed Oil.....        | \$330          |
| Galangale.....              | \$2½ @ 6       |
| Glue.....                   | \$26           |
| Grapes.....                 | \$16           |
| Ivory.....                  | \$220 @ 650    |
| Kississ.....                | \$10 @ 14      |
| Olibanum.....               | \$5 @ 25       |
| Rosa Oil.....               | \$60 @ 175     |
| Saltpetre.....              | \$9.80 @ 10.80 |
| Sandal wood.....            | \$27 @ 30      |
| " Oil.....                  | \$300 @ 400    |
| Senna Leaves.....           | \$2 @ 4        |
| Sugar Candy.....            | \$10 @ 10.20   |
| Vermillion.....             | \$83 @ 87      |



## MISCELLANEOUS EXPORT.

Per steamer *Annam*, sailed on 3rd May. For Marseille:—362 bales raw silk, 50 bales waste silk, 9 cases silk piece goods, 83 packages human hair, 71 rolls matting, 7 cases ylang glangoil, 57 packages provision, 12 packages sundries. For Lyon:—454 bales raw silk. For St. Chamond:—10 bales raw silk. For Valencia:—5 bales raw silk.

## SHARE REPORTS.

HONGKONG, 6th May, 1904.—An active enquiry for most of our principal stocks has been maintained during the past week, but owing to the scarcity of sellers business has been somewhat restricted in volume. Indo-Chinas, and China Sugars have again attracted a large share of attention, and show a further advance on last quotations.

BANKS.—Hongkong and Shanghai continue quiet with a few small sellers at \$655. London quotation is unchanged at £64. Nationals are firm with buyers at \$38.

MARINE INSURANCES.—Cantons have further advanced, and are now enquired for at \$200. China Traders are weak at \$60 with no buyers over \$59. Unions are stronger and can now be placed at \$540. Yangtzes are in request at \$125.

FIRE INSURANCES.—Chin's have sold and are still procurable at \$83. Hongkongs remain firm at \$295 buyers.

SHIPPING.—Hongkong, Canton and Macao continue quiet with some sellers at \$28½. Indo-Chinas have steadily advanced with sales at from \$96 to \$100 cash, and close with further buyers at \$101 cash. Sales at \$108 October, and \$110 December have also been effected. China and Manilas have sold and are procurable at \$20½. Douglases have weakened and are now on offer at \$36. Star Ferries (old) are wanted at \$32, and (new) at \$21½. Shell Transports have been booked at 2½ and 2½, and are now in request at 27/6d. Preferences have advanced in London to £8. 10s. 0d.

REFINERIES.—China Sugars have continued in strong request, and sales have been effected at \$140, \$14 and \$142 cash: the market closes with further buyers at \$142. Luzons continue on offer at \$10.

MINING.—Punjoms have declined to 50 cents sellers. Other quotations in this section are unchanged, and there is no business to report.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks are quieter, and shares are now procurable at \$214. Hongkong and Kowloon Wharves are firmer, and can now be placed at \$101. New Amoy Docks are still out of favour at \$32½. Farnhams are unchanged at Tls. 145 with probable buyers.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have improved to \$153 buyers. West Points are firmer with buyers at \$54. Kowloon Lands are steady at \$35. Hongkong Hotels have sold and are in further request at \$138. Humphreys Estates have advanced and are now wanted at \$11 and \$3 for the old and new issues respectively. Shanghai Lands are easier with sales in the North at Tls. 108.

COTTON MILLS.—Quotations are unaltered, and there is no local business to report under this head.

MISCELLANEOUS.—Green Island Cements are firmer with small buyers at \$23½. China Borneos have improved to \$10 with sales and further buyers. Watsons have been booked at the improved rate of \$15. Electrics are wanted at \$13½. Fenwicks have sold and are procurable at \$48. Steam Water Boats have advanced to \$16½ buyers; this Company has declared an interim dividend of 70 cents per share against 60 cents per share paid last year, payable on the 10th inst. Dairy Farms are firmer with buyers at \$13½. Powells have sold at \$9½ and are now asked for at \$10. Philippine Co.'s are easier with sellers at \$10.

MEMOS.—Hongkong Steam Waterboat Co., Ltd. interim dividend of 70 cents per share payable in the 10th inst., transfer books close on the 7th inst.

## Closing quotations are as follows:—

| COMPANY.                                                         | PAID UP. | QUOTATIONS.                    |
|------------------------------------------------------------------|----------|--------------------------------|
| <b>Banks—</b>                                                    |          |                                |
| Hongkong & S'hai...                                              | \$125    | \$655, sellers<br>(L'don, £64. |
| Natl. Bank of China                                              |          |                                |
| A. Shares .....                                                  | £8       | \$38, buyers                   |
| B. Shares .....                                                  | £8       | \$38, buyers                   |
| Foun. Shares .....                                               | £1       | \$10.                          |
| <b>Insurance—</b>                                                |          |                                |
| Union .....                                                      | \$100    | \$340, buyers                  |
| China Traders .....                                              | \$25     | \$60, sellers                  |
| North China .....                                                | £5       | Tls. 63½, ex div               |
| Yangtze .....                                                    | \$60     | \$125, buyers                  |
| Canton .....                                                     | \$50     | \$205, buyers                  |
| Hongkong Fire .....                                              | \$50     | \$295, buyers                  |
| China Fire .....                                                 | \$20     | \$83, sellers                  |
| <b>Steamship Coys.—</b>                                          |          |                                |
| H. Canton and M. ....                                            | \$15     | \$28½, sellers                 |
| Indo-China S. N. ....                                            | £10      | \$101, buyers                  |
| China and Manila .....                                           | \$50     | \$20½, sales                   |
| Douglas Steamship .....                                          | \$50     | \$36, sellers                  |
| Star Ferry .....                                                 | \$10     | \$32, buyers                   |
| Shell Transport and                                              |          |                                |
| Trading Co. ....                                                 | £1       | 27/6, buyers                   |
| Do. pref. shares .....                                           | £10      | £8. 10s.                       |
| <b>Refineries—</b>                                               |          |                                |
| China Sugar .....                                                | \$100    | \$142,                         |
| Luzon Sugar .....                                                | \$100    | \$10, sellers                  |
| <b>Mining—</b>                                                   |          |                                |
| Punjom .....                                                     | \$11     | 50 cts., sellers               |
| Do. Preference .....                                             | \$1      | 25 cents                       |
| Charbonnages .....                                               | Fcs. 250 | \$500.                         |
| Raubs .....                                                      | 18. 10d. | \$6, sellers                   |
| <b>Docks, Etc.—</b>                                              |          |                                |
| H. & W. Dock .....                                               | \$50     | \$214, sellers                 |
| H. & K. Wharf & G. ....                                          | \$50     | \$101, buyers                  |
| New Amoy Dock .....                                              | \$6½     | \$32½, sellers                 |
| S. C. F. Boyd & Co. ....                                         | Tls. 100 | Tls. 145, buyers               |
| <b>Land and Building—</b>                                        |          |                                |
| Hongkong Land Inv. ....                                          | \$100    | \$153, buyers                  |
| Kowloon Land & B. ....                                           | \$30     | \$45.                          |
| West Point Building .....                                        | \$50     | \$54, buyers                   |
| Hongkong Hotel .....                                             | \$50     | \$138, buyers                  |
| Humphreys Estate. ....                                           | \$10     | \$11, buyers                   |
| S'hai Land Ins. Co., Ltd.                                        | Tls. 50  | \$3, buyers                    |
| <b>Cotton Mills—</b>                                             |          |                                |
| Ewo .....                                                        | Tls. 50  | Tls. 33, sellers               |
| International .....                                              | Tls. 75  | Tls. 25.                       |
| Laou Kung Mow .....                                              | Tls. 100 | Tls. 32½.                      |
| Soychee .....                                                    | Tls. 500 | Tls. 170.                      |
| Hongkong .....                                                   | \$10     | \$14½, sellers                 |
| Green Island Cement .....                                        | \$10     | \$23½, buyers                  |
| China-Borneo Co., Ltd.                                           | \$12     | 10, buyers                     |
| Watson & Co., A. S. ....                                         | \$10     | \$15, sales                    |
| Hongkong Electric .....                                          | \$10     | \$13½, buyers                  |
| Hongkong & C. Gas. ....                                          | £10      | \$150, buyers                  |
| Hongkong Rope .....                                              | \$50     | \$140, sellers                 |
| Fenwick & Co., Geo. ....                                         | \$25     | \$48, sales & sellers          |
| Hongkong Ice .....                                               | \$25     | \$210, buyers                  |
| H. H. L. Tramways .....                                          | \$100    | \$300.                         |
| Hk. Steam Water-<br>Boat Co., Ltd. ....                          | \$10     | \$16½, buyers                  |
| Dairy Farm .....                                                 | \$6      | \$13½, buyers                  |
| Campbell, Moore & Co. ....                                       | \$10     | \$37, sellers                  |
| Bell's Asbestos E. A. ....                                       | 12/6     | \$5, sellers                   |
| United Asbestos .....                                            | \$4      | \$9½, buyers                   |
| Do. ....                                                         | \$10     | \$210, buyers                  |
| Tebrau Planting Co. ....                                         | \$5      | \$1, sellers                   |
| China Prov. L. & M. ....                                         | \$10     | \$9, sales                     |
| Watkins Ltd. ....                                                | \$10     | \$7½, buyers                   |
| China Light & Power<br>Co., Ltd. ....                            | \$10     | \$5.                           |
| Rowell, Ltd. ....                                                | \$10     | \$10, buyers                   |
| Shanghai and Hong-<br>kong Dyeing and<br>Cleaning Co., Ltd. .... | \$50     | \$50.                          |
| Canton, Hongkong Ice<br>Cigar Companies—                         | \$10     | \$10, nominal                  |
| Alhambra Limited. ....                                           | \$500    | \$200.                         |
| Philippine Tobacco<br>Trust Co., Ltd. ....                       | \$10     | \$10, buyers                   |

## VERNON &amp; SMYTH, Brokers.

The Report of Messrs. J. P. Bisset & Co., Shanghai dated 28th April, states:—Business has continued quiet during the week, but towards the close there was an improvement owing to buyers and sellers operating for the settlement which takes place to-morrow. At the close our principal markets are weaker and in fact show lower rates than last week. The T. T. rate on London is quoted 2/5½. Banks.—H. & S. Banks. A transaction is reported for cash at \$657.50. Marine and Fire Insurance.—The only business reported is a sale of Cantons at \$177.50. Shipping.—Indos opened with sales for April delivery at Tls. 71.00 and for July at Tls. 72.50 and Tls. 71.50. The market fell to Tls. 70.00 immediately, and later

sales were effected at 68.50 for cash. At the close business has been done at Tls. 69.00 cash at which rate are both buyers and sellers. Docks & Wharves.—S. C. Farnham, Boyd & Co. The market has remained very steady during the week, the cash rate being Tls. 145.00 with July delivery quoted Tls. 145.00/150.00. At close sales have been effected at Tls. 145.00. The forward market however is slightly weaker with sellers for July at Tls. 149.00. S. & H. Wharf. There has been rather an erratic market for this stock during the week. The market opened with cash sales at Tls. 150.00. After the Extraordinary Meeting held to pass the issue of new capital it has been agreed to issue to present shareholders at par, the market rose to Tls. 160.00. It immediately subsided to Tls. 155.00 and at closing cash shares are offering at Tls. 152.50. Sugar Cos.—No business reported. Mining.—Kaiping has been placed at Tls. 6.75. Weihaiwai Gold at \$17.50. Lands.—Shanghai Lands have been placed at Tls. 108.00 and 109.00. There are sellers at the latter rate. Industrial.—No business reported in cotton stocks. A transaction is reported is Shanghai Gas at Tls. 116.00; there are sellers at this rate. Pulps have been placed at Tls. 112.50. Maatschappij, etc., in Langkats. This stock has been unusually quiet during the week. The market opened with sales for April at Tls. 292.50, rose to Tls. 294.00 and 295.00, but immediately fell to the rate first quoted. At closing there are sellers at Tls. 290. The extraordinary feature of this week's market is the absence of forward business. Low rates can be had for forward delivery in proportion to the cash rates. Sumatras.—Business reported at Tls. 61.50; market steady. Stores and Hotels.—Hall & Holtz changed hands at \$30.00 with sellers at this rate. Astors have been placed at \$35.00 for cash and \$36.00 for July. Miscellaneous.—Shanghai Telephone Co., Ltd. A meeting was held on the 26th inst. and a dividend of Tls. 4.00 per share or 8 per cent. passed for the last year, Tls. 15,000.00 placed to Reserve Account and Tls. 4,664.43 carried forward. Loans.—Astor House Hotel Debentures (8 per cent.) have been placed at par. Chinese Engineering and Mining Debentures (6 per cent.) £200.0 each have been placed at £17.6.0.

## TONNAGE.

HONGKONG, 6th May.—The freight market continues about the same as last reported. From Saigon to Hongkong, 21 cents to 23 cents per picul according to size; to Philippines, 38 cents last, and no further demand at the moment. From Iloilo to Hongkong, one fixture at 23 cents. From Bangkok to this, 29½ and 35½ cents and no more tonnage wanted for this month's loading. From Newchwang to Canton, 60 and 70 cents have been paid; to Amoy, demand at 73 cents per picul. Coal freight are weaker. From Moji to this, \$1.75 per ton last and steamers now offering at this figure. Monthly charters. The German steamer *Carl Mensell* 960 tons net register, has been closed for 6 months, at \$7 per month, for local account. Sailing vessels. The Italian bark *Maria L*, fixed for Callao, at £1,700 in full. The following are the settlements:—

*Maria L*—Italian bark, 1,096 tons, hence to Callao, £1,700 in full.

*Petrarch*—German steamer, 1,252 tons, Newchwang to Canton, 60 cents per picul.

*Carl Mensell*—German steamer, 960 tons, Newchwang to Canton, 70 cents per picul.

*Ness*—British steamer, 1,963 tons, Moji to Hongkong, \$2 per ton (part cargo).

*Heathford*—British steamer, 2,436 tons, Moji to Hongkong, \$2 per ton (part cargo).

*Sophie Rickmers*—German steamer, 2,269 tons, Moji to Hongkong, \$1.70 per ton.

*Amara*—British steamer, 1,566 tons, Bangkok to Hongkong, 30 cents and 36 cents per picul.

*Orange*—Norwegian steamer, 1,001 tons, five trips, Bangkok to Hongkong, 29½ and 35½ cents per picul.

*Quang Nam*—French steamer, 710 tons, Iloilo to Hongkong, 23 cents per picul.

*Holstein*—German steamer, 1,103 tons, Saigon to Hongkong, 23 cents per picul.

*Telemachus*—British steamer, 1,340 tons, Saigon to Hongkong, 23 cents per picul.

*Sishan*—British steamer, 81 tons, Saigon to Hongkong, 22 cents per picul.

*Orange*—Norwegian steamer, 1,001 tons, Saigon to Hongkong, 22 cents per picul.

*Macquarie*—British steamer, 2,073 tons, Saigon to Hongkong, 21 cents per picul.

*Carl Mensell*—German steamer, monthly, 6 months, at \$7,750 per month.



## EXCHANGE.

FRIDAY, 6th May.

## ON LONDON.—

|                                    |         |
|------------------------------------|---------|
| Telegraphic Transfer               | 1/9 3/4 |
| Bank Bills, on demand              | 1/9 1/2 |
| Bank Bills, at 30 days' sight      | 1/9 1/2 |
| Bank Bills, at 4 months' sight     | 1/9 1/2 |
| Credits, at 4 months' sight        | 1/9 1/2 |
| Documentary Bills, 4 months' sight | 1/9 1/2 |

## ON PARIS.—

|                         |     |
|-------------------------|-----|
| Bank Bills, on demand   | 224 |
| Credits 4 months' sight | 228 |

## ON GERMANY.—

|           |         |
|-----------|---------|
| On demand | 182 1/2 |
|-----------|---------|

## ON NEW YORK.—

|                         |        |
|-------------------------|--------|
| Bank Bills, on demand   | 43 1/2 |
| Credits, 60 days' sight | 44 1/2 |

## ON BOMBAY.—

|                      |         |
|----------------------|---------|
| Telegraphic Transfer | 133     |
| Bank, on demand      | 133 1/2 |

## ON CALCUTTA.—

|                      |         |
|----------------------|---------|
| Telegraphic Transfer | 133     |
| Bank, on demand      | 133 1/2 |

## ON SHANGHAI.—

|                         |        |
|-------------------------|--------|
| Bank, at sight          | 72 1/2 |
| Private, 30 days' sight | 73 1/2 |

## ON YOKOHAMA.—On demand

87 1/2

## ON MANILA.—On demand

Nom.

## ON SINGAPORE.—On demand

Nom.

## ON BATAVIA.—On demand

106 1/2

## ON HAIPHONG.—On demand

2 1/2 p.c.p.m.

## ON SAIGON.—On demand

2 1/2 p.c.p.m.

## ON BANGKOK.—On demand

63

SOVEREIGNS, Bank's Buying Rate

\$11.10

GOLD LEAF, 130 fine, per tael

\$58.30

BAR SILVER, per oz.

25 1/2

## SHIPPING.

## ARRIVALS AND DEPARTURES SINCE LAST MAIL.

May—

## ARRIVALS.

- 1, Glenfalloch, British str., for Amoy.
- 1, Hailong, British str., for Tamsui.
- 1, Ichang, British str., for Ningpo.
- 1, Kwongsang, British str., for Canton.
- 1, M. Struve, German str., for Tamsui.
- 1, Oriol, British str., for Diamond Island.
- 2, Chibli, British str., for Canton.
- 2, Chi-nen, Chinese str., for Shanghai.
- 2, Katanga, British str., for Newcastle.
- 2, Lyceum, German str., for Canton.
- 2, Nøgre, Norwegian str., for Shanghai.
- 2, Oceano, British str., for Nagasaki.
- 2, Tean, British str., for Shanghai.
- 2, Vengeance, British b'ship, for Mirs Bay.
- 2, Annam, French str., for Europe.
- 3, Aragonia, German str., for Yokohama.
- 3, Catherine Apar, Brit. str., for Calcutta.
- 3, Chowfa, German str., for Bangkok.
- 3, Choysang, British str., for Shanghai.
- 3, Deu alion, British str., for Shanghai.
- 3, Hanoi, French str., for Haiphong.
- 3, Kanagawa Maru, Jap. str., for Yokohama.
- 3, Kaslung, British str., for Shanghai.
- 3, Loongmoon, German str., for Canton.
- 3, Loongsang, British str., for Manila.
- 3, Machew, German str., for Bangkok.
- 3, Orange, Norw. str., for Saigon.
- 3, Pingsuey, British str., for London.
- 3, Sungkiang, British str., for Manila.
- 3, Taiping, Chinese str., for Chinkiang.
- 3, Taiwan, British str., for Shanghai.
- 3, Themis, Norwegian str., for Kobe.
- 3, Tiger, German gunboat, for Pakhoi.
- 3, Tjiltjan, Dutch str., for Shanghai.
- 4, Ernest Simons, French str., for Shanghai.
- 4, G. Bagedam, Chilean tr.-sh., for Shanghai.
- 4, Haitan, British str., for Coast Ports.
- 4, Hansa, German cruiser, for Amoy.
- 4, Kaifong, British str., for Manila.
- 4, Kweiyang, British str., for Canton.
- 4, Obr, British str., for Yokohama.
- 4, Phu Yen, French str., for Yokohama.
- 4, Tamsui, British str., for Shanghai.
- 4, Triton, German str., for Swatow.
- 4, Tyr, Norwegian str., for Hongay.
- 4, Vengeance, British b'ship, for Mirs Bay.
- 4, Woosung, British str., for Shanghai.
- 5, Andromeda, British cr., for Weihaiwei.
- 5, Bussard, German cruiser, for Africa.
- 5, Carl Diederichsen, Ger. str., for Hoihow.
- 5, Gaea, German str., for Saigon.
- 5, Holstein, German str., for Saigon.
- 5, Hunan, British str., for Shanghai.

5, Signal, German str., for Haiphong.

5, Wosang, British str., for Swatow.

## DEPARTURES.

- 1, Annam, French str., from Yokohama.
- 1, C. Diederichsen, Ger. str., from Haiphong.
- 1, Fausang, British str., from Hongay.
- 1, Haitan, British str., from Coast Ports.
- 1, Hinsang, British str., from Sourabaya.
- 1, Nøgre, Norwegian str., from Barry.
- 1, Tean, British str., from Greenock.
- 1, Telemachus, British str., from Saigon.
- 2, Bussard, German cruiser, from Taintan.
- 2, Choysang, British str., from Canton.
- 2, Deucalion, British str., from Liverpool.
- 2, Kanagawa Maru, Jap. str., from London.
- 2, Lord Roberts, British str., from Penarth.
- 2, Loongmoon, German str., from Shanghai.
- 2, Phu Yen, French str., from Saigon.
- 2, Zafiro, British str., from Manila.
- 3, Cardinen, British str., from Pulo Bukum.
- 3, Ernest Simons, Fr. str., from Marseilles.
- 3, Obr, British str., from Rangoon.
- 3, Tanglin, German str., from Bangkok.
- 4, Crusader, British str., from Moji.
- 4, Emprs. of Japan, Brit. str., from Vancouver.
- 4, Frithjof, Norwegian str., from Tamsui.
- 4, Haiching, British str., from Coast Ports.
- 4, Humber, British storeship, from Mirs Bay.
- 4, Kweiyang, British str., from Chinkiang.
- 4, Maharaja, British str., from Saigon.
- 4, Tamsui, British str., from Canton.
- 4, Tyr, Norwegian str., from Canton.
- 5, Andree Rickmers, Ger. str., from Bangkok.
- 5, B. urben, French str., from Saigon.
- 5, Breid, Norwegian str., from Oloilo.
- 5, Chibli, British str., from Canton.
- 5, Coptic, British str., from San Francisco.
- 5, Gerd, Norwegian str., from Cardiff.
- 5, Goodwin, British str., from Kutchinotzu.
- 5, Hunan, British str., from Canton.
- 5, Ischia, Italian str., from Bombay.
- 5, Kiukiang, British str., from Canton.
- 5, Malta, British str., from Shanghai.
- 5, Mathilda, Norwegian str., from Moji.
- 5, Nanyang, German str., from Newchwang.
- 5, Tjipanas, Dutch str., from Amoy.
- 5, Yuensang, British str., from Manila.

## PASSENGER LIST.

## ARRIVED.

Per *Annam*, for Hongkong, from Yokohama, Mrs. Anna, Mrs. Leyton, Mrs. Bradly, Rev. and Mrs. Carl, Rev. Bondfield, Messrs. Boling, Jaghrager, McGregor, Chazalon, Le Comte, Schrob, W. McCallum, Arima, Genarmont, and Hoosen and child: for Saigon, from Shanghai, Messrs. Le Gallo and Giacomo: for Singapore, from Shanghai, Mrs. Wagner, Mrs. Magnelly, Mrs. Matsueye, and Mr. Brownlow: for Colombo, from Shanghai, Mr. Davidson: for Bombay, from Kobe, Mr. Cajao: for Port Said, from Shanghai, Mrs. Donkelsky and 2 children, Mr. and Mrs. Keyserling and child, Mr. and Mrs. Grineff, Mrs. Valgea, Mrs. Plotinkowa, Mrs. Rydakoff and 2 children, Messrs. Pallavicino, Pignatorre, Proxinos, Rodini, Brulb, Volk-f, Perre, and Prinzloff: for Marseilles, from Shanghai, Mr. and Mrs. Dirwell, Mrs. Handelsmann and 3 children, Mr. and Mrs. Halbron, Mrs. Chazalon and 4 children, Mrs. Grosgean, Mrs. Hunter, Mrs. Weill, Mr. and Mrs. Rasmussen and child, Mrs. and Miss Gurnard, Lient, Joostens, Messrs. Cheiss, Michaelis, E. F. Bruntti, Valentini, Joostens, Laver, Mamnen, Bougniet, Franignouille, Caillan, Prinsson, Cornelier, Arland, Lesmer, Golvenberg, Usani, and Miss Ortige: for Kobe, Messrs. Leopold Louis and A. Boulbe: from Yokohama, Messrs. Laurent, Corvisart, Wallack, Becker, Kondo, Ogiboy, Smith, Tchida, Le Bihan, and Mgr. Murgabura.

Per *Ernest Simons*, for Hongkong, from Marseilles, Dr. Alfredo Lello and child, Dr. Jean Pinto, jr., Messrs. Estebas Pingdengolas and Baudilio Pingdengolas: from Aden, Messrs. Nicolas and G. Festano: from Colombo, Mr. Kaza: from Singapore, Mr. and Mrs. Morrisson, Mr. and Mrs. Goncalves and 6 children, Messrs. Jacinto Gil, Matias Garcia, Manuel Jose Pilka, Joao Machado d'Araujo, Manuel Mordes, Jensen, Antonio Julio Pragota, Speiler, and Backhouse: from Saigon, Dr. H. L. Macanlay, Messrs. Alex. L. Stein, Ludovic Boutinou, Kasuke Kodo, Louis Vitte, and Muller: for Shanghai, from Marseilles, Mr. and Mrs. Hauchecorne, Messrs. Jean Rodes, Conversy, Jose Dovy, Lionel Fetley, Maurice Pasqual, and Edouard Conod: from

Port Said, Mrs. Cervinsky; from Aden, Messrs. J. Paxionos and N. Sahenidi; from Colombo, Miss Rosa Katz, Sisters Mari, Madeleine and Marie Redempteur, Messrs. Waurchir, Wagner, Mosen Leister, and Arresto Leister; from Singapore, Mrs. Peschkaff, Mr. and Mrs. Haimovitch and two children, Messrs. Pryor, Zaphas, and Rodius; from Saigon, Mrs. Roza and Mrs. Carmin: for Kobe, from Marseilles, Mr. and Mrs. Grafton, and Mr. C. M. Cross: from Singapore, Messrs. Minami, Matsuo, and Patail: for Yokohama, from Marseilles, Mr. Schneider; from Port Said, Messrs. N. Dalma and C. D. Economo; from Suez, Mr. A. Lacoste and Miss C. Brown; from Colombo, Mr. and Mrs. Glyn Barlow, Messrs. Gupta and Leicester Byrne; from Singapore, Mr. Nakagawa.

Per *Empress of Japan*, from Vancouver, Mr. and Mrs. E. B. Ward, Miss Ward, Mrs. E. G. Raepel, Mrs. E. Marston, Mrs. M. Onslow, and Mr. A. Wortman; from Yokohama, Mr. and Mrs. H. P. Willis, Miss J. Bosquet, and Mr. T. Pasomull; from Shanghai, Messrs. T. G. Slee, W. T. Parker, G. D. Ross, Spitzze, and F. D. Cheshire.

## DEPARTED.

Per *Siberia*, for Shanghai, Messrs. F. S. Ramblin, J. W. Kooy, Ed. Owen, F. M. Peeplo, G. Laurie, Luis Fasol, and Kocidlis, Misses Chafer and M. Pratt; for Nagasaki, Mr. Matsuda; for Kobe, Mr. and Mrs. Allan Cameron, Messrs. J. Midzushima and K. Saito; for Yokohama, Mr. and Mrs. H. Bent, Major T. R. Adams, and Mr. C. S. Lee; for San Francisco, &c., Mr. and Mrs. J. W. Scudder, Mr. and Mrs. S. L. Severance, Miss Severance, Rev. and Mrs. H. A. Kemp, Master and Miss Kemp, Mrs. La Grave, Mr. and Mrs. Van Hellmann, Mr. and Mrs. F. Rusbby, Mrs. H. Slade, Mrs. Pada de Tavera, Mr. and Mrs. A. W. Ferguson, Master Ferguson, Mrs. Mapa, Miss Victorina Mapa, Mrs. Prieto, Capt. and Mrs. Hardman, Dr. C. R. Hager, Mrs. Miss and Master Hager, Capt. W. Johnson, Major L. H. Ducrot, Dr. M. J. Martinez, Misses L. Hayward, J. S. Scudder, Flash, W. W. Gordon, M. Legarda, and Andera Saliza, Messrs. Thos. P. Gaddis, W. A. Sims, A. W. McLennan, I. Chapman, F. Richardson, G. A. Gillson, Hughbonner, James Muir, Gerald Slade, W. W. Morris, S. E. Roberts, Estavan Jalandoni, Vidal Afurong, Benito Lagarda, Tavera, Juan Auroneta, Eusebio Luzuriaga, Rafael Ramos, Vicente Neol, Thos. Agurellas, Juan Leon, Juan Pimentel, Alfinzo Ramas, Marian Trias, Juan Clemaco, Vicente Nepomucino, Zaferino de Leon, Jose Rivera, Alexandro Rocas, Mariano M. Ramirez, T. A. Pardo de Tavera, Carlos Tavera, Alfredo Tavera, T. G. de Rozario, P. Lesacra, Mannel de Iriate, Simon Luz, Ramond P. Genato, B. Roxas, Jose del Loyzaga, Joaquim Ortega, Juan Villamor, Julio Agculi, Epifano de los Santos, Marcial Calleja, J. J. Eliquette, B. Monreal, Vicente Siugson, Juan Sumlung, Alfredo de Castro, Alex. Albert, H. Raimundo, V. Llamas, Leon Novenario, G. Gomez, J. Reyes, Manuel Anguinato, A. R. Mendoza, H. Luzuriaga, M. H. Baptista, Adolfo Raymos, G. Nusan, H. C. Enfels, M. C. Foley, J. H. Lewis, and H. Guigal.

Per *Annam*, for Saigon, Messrs. R. Imbert add Doutini Kourard, Mr. and Mrs. Le van Le and 3 sons; for Singapore, Frere Gabriel Archange, Messrs. M. V. M. Despond, Marquardt, Kwik Thong Biarno, and Kwik Djoen Geng; for Bombay, Mr. H. C. McKilleigan; for Marseilles, Mrs. M. C. Brooks, Messrs. Charles Taylor, B. Ferreira, and G. Lucken.

Per *Ernest Simons*, for Shanghai, Mrs. E. L. Dovan, Mrs. Anna Krater, Miss Sarah Krater, Mrs. Mathilda Helert, Mr. and Mrs. Spieler, Messrs. E. M. and O. Spieler, Misses J. and B. Spieler, Mrs. Mina Hariton, Mrs. Castro, Mrs. Castro, Mrs. P. C. de Souza and 5 children, Mr. and Mrs. C. A. de Souza and 4 children, Miss Souza, Mrs. L. Slaffker, Mr. and Mrs. David Kapner, Mr. and Mrs. Kronrich, Messrs. F. H. Kirchhoff, H. Merecki, V. E. Giglinge, G. Salis-Schwabe, B. Glosdcoff, Joh. Schmidt, A. Puccini, Gaston Laniviere, G. S. Perpetus, Joaquim Carulir, and Old Leni; for Kobe, Mr. T. Arima; for Yokohama, Mr. W. A. Backhouse.

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